HOT WEATHER
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EVAPORATED
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The China Mail.

ESTABLISHED 1845

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JAPANESE PHOTOGRAPHER
All kinds of Photographic Work done in the style
DEVELOPING AND PRINTING FOR AMATEURS A SPECIALITY
8A, QUEEN'S ROAD CENTRAL.

No. 15,726. 光緒廿九年三十一月九千一百一十一號 HONGKONG, THURSDAY, SEPTEMBER 25, 1913. 中華民國二年八月廿五日 PRICE, $3.00 Per Month

VITAFER.

The Greatest of all Tonic Foods.

VITAFER is the essence of finest British milk, sterilized - concentrated and granulated - combined with the Glycerophosphates of Sodium, Calcium, and Magnesium.

Vitafer is rich in body-building and nerve-restoring elements, the milk constituents form flesh and muscle, whilst the Glycerophosphates revitalize the nerves and brain. This latter effect is due to Organic Phosphorus being present in the food **in the particular form in which it occurs in the human body.**

Vitafer is a genuine restorative, and not a mere transitory stimulant.

Sole Agents—

A. S. WATSON & Co., LIMITED.

TREASURE ISLANDS.

Italian and Spaniard Baulked of Their Ill-Gotten Gains.

"During the captivity of Napoleon on St. Helena the British Government, under the influence of a sudden access of precautionary zeal, sent a company of soldiers from the Cape to occupy the island of Tristan d'Acunha. They were recalled before the death of the Emperor, and all of them hailed with joy the end of their dismal exile, all with the exception of a certain Corporal Glass whose time had expired. "He asked," says the "Journal des Debats," "for leave to stay. His example influenced another married soldier, and their two households proceeded to form a colony on this last outpost of civilisation."

"In 1859 the Galatea, with the Duke of Edinburgh on board, anchored off the island and was visited by the descendants of the soldiers, one of whom, a son of Glass, told the officers of the Galatea a queer story.

"When the English detachment from the Cape reached the island they found a strange solitary being, a real Timon of Athens, who seemed much annoyed at having his solitude disturbed, and studiously hid himself. A watch was kept, and he was seen one night apparently carrying a heavy load. Two or three times afterwards he was noticed at the same job, and he always disappeared when he felt that his movements were perceived.

MURDER FOR GOLD.

"One soldier, who was cleverer than the other, discovered the cave in which he lived. It was furnished with the debris of a shipwreck. Amongst other things, there was a pot full of Spanish doubloons. At first the occupant of the cave tried to escape, but gradually he was humoured into sociability, and then declared himself to be Thomas Corri, an Italian, who was the only survivor of a shipwreck. Day by day more and more of his history came out, until the questioners got on the track of a battle between pirates, and the murder by this man of his surviving comrades in order to get sole possession of a hoard of treasure. This he began to hide when the Galatea arrived. He was just about to reveal the hiding place when—truth proving once more stranger than fiction—he suddenly succumbed to a ruptured aneurism, and with him died the secret of his hoard. Try as they might, and they had plenty of time, Corporal Glass and his friends could never penetrate the secret.

SILVER MINE AS DOWRY.

"There was another similar case in Peru. About 1660 a Spaniard, named Jose Salcedo, fell in love with an Indian girl. He proceeded to do a thing almost unheard of in those times: he married her. Out of gratitude, her mother revealed to him a vein of silver of unexampled richness. He worked it, and drew from it considerable wealth—too much for his happiness, for his opulence excited the cupidity of the viceroy, Count Lemos, who had him charged with high treason, the penalty for which was death and the confiscation of all worldly goods. It was in vain that Salcedo demanded permission to appeal to Madrid, and offered to pay two ingots of silver daily during the fifteen months that must elapse before a reply was returned. The Count refused, and hung him in 1669.

"But the butcher got small good out of it. The Indians, intent on avenging their friend, destroyed the works at the mine, filled it with water, and concealed the entrance so cleverly that it could never be discovered. Neither promises nor threats could extract their secret, which remains so to this very day."

CHAMBERLAIN'S COUGH REMEDY.

THIS remedy has no superior as a cure for colds croup and whooping cough. It has been a favorite with the mothers of young children for almost forty years.

Chamberlain's Cough Remedy can alway be depended upon and is pleasant to take.

It not only cures colds and grip, but prevents their resulting in pneumonia.

Chamberlain's Cough Remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all Chemists and Storekeepers.

BUSINESS NOTICES.

A GENERAL FAVOURITE

BOTH IN THE KITCHEN AND DINING ROOM.

MILKMAID STERILIZED NATURAL MILK.

Pleases Everybody because it is Reliable. It is Pure, Rich, fresh Milk. Preserved only by the process of Sterilization, NOT CONDENSED. *Obtainable at all stores: packed in two sizes.*

HOTELS

THE STATION HOTEL
NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS, BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS. BILLIARD ROOM.

Private Dining Room

EXCELLENT CUISINE.

For Particulars apply to THE MANAGER.

TEL. No. K129. Telg. Address 'TERMOTEL.'

Hongkong, Feb. 3, 1913. 296

KING EDWARD HOTEL

Central Location.

ALL ELECTRIC TRAMS PASS ENTRANCE. Electric Lifts, Fans and Lighting, European Baths and Sanitary Fittings. Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373. TELEGRAPHIC ADDRESS. 'VICTORIA.' R. H. NORTH, Manager

KINGSCLERE HOTEL, HONGKONG

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Suites with luxuriously fitted Bathrooms, Telephones and Electric Fans.

Telephones in Bedrooms and Sitting-room throughout.

Telephone No. 1122.

Cable Address: 'Sachsola.'

A.B.C. Code 5th Ed.

Hongkong, September 1, 1905. 180a

WYNDHAM HOTEL,

29 WYNDHAM (FLOWER) STREET,

LOCATION good for Hillside Scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.

Families, Residents and Tourists made thoroughly comfortable.

Terms Moderate.

RUN ON FIRST-CLASS LINES.

Under the Personal Supervision of the Proprietress M. S. HOY.

BRAESIDE PRIVATE HOTEL,

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour. Telephone, No. 590.

Apply to Mrs F. W. WATTS, 'Braeside,' 20, Macdonnell Road.

Hongkong, September 2, 1906. 18

I buy for Cash all kinds of STAMPS of China, Hongkong, Straits and East Asian Countries, or I give in exchange various kinds of Watches, Chains and other articles. In sending, Cash or Exchange will be given as wanted. Satisfaction guaranteed. Write for catalogues and conditions of exchange to

V. S. ERAM, ASNIERES-PARIS (France).

Hongkong, April 5, 1913. 451

SPECIAL SALE OF WORK.

IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS and SISTERS of the ITALIAN CONVENT have the honour to announce that their

ANNUAL SALE OF NEEDLE-WORK.

Comprising Ladies' and Children's dresses, embroideries, table covers, handkerchiefs and a variety of articles suitable for presents, will be held at the Convent on the.

22nd to 27th Inst., inclusive,

Commencing each day at 10 a.m.

A Special Feature of this year's Sale will be a Children's Stall on which will be displayed a fine assortment of Sweets and Chocolates specially selected from the Manufacturers in Switzerland. This Stall is certain to delight the little ones. Charming little packets of confectionery can be had for five cents each. Besides these, there will also be a large range of bonbons all done up in fancy and dainty boxes of attractive design. Every one of these boxes is moderately priced.

The Superioress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches.

ITALIAN CONVENT, 28, Caine Road, Hongkong, 15th Sept., 1913. 1141

PATELL & CO.

Exporters & Importers

General Merchants and Commission Agents,

HONGKONG, CANTON, SHANGHAI AND HANKOW.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88 x 34'6" Pumps empty Dock in 2-3/4 hours

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100—Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50—Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, Mr J. REID, can be seen between the hours of 11 a. m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN. AGENTS.

Telegraphic Address:—TAIKOODOCK. TELEPHONE No. 212.

348

TRADE MARK Mineral Water.

The Best Table Water.

PT. Per Case 4 Dozen.....$5.00. BABY, Per Case 5 Dozen.....$5.00.

AGENT: TOKYO HOTEL. 38A. CONNAUGHT ROAD CENTRAL.

Hongkong, June 16, 1913. 750

OUR BREAD

PERFECTION.

CAKES & PASTRY

PAR EXCELLENCE

TIFFINS, DINNERS & REFRESHMENTS THE BEST.

ALEXANDRA CAFE CO.

Hongkong, April 7, 1913. 133

THE HONGKONG HOTEL.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

A LA CARTE GRILL ROOM.

196 J. H. TAGGART, Manager.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms, First-class Cuisine, Lounge, Smoking and Ladies' Rooms. Roof Garden.

Terms:—From $6 per day Max. Telegraph Add: 'Peacetel.' P. O. PEUSTER, Manager.

PEAK PRIVATE HOTEL

5-7 MOUNTAIN VIEW

Best position in Colony 1,600 feet above sea level Cable Tram 9 minutes

Close to Peak Club Magnificent View Telephone 1435

Mrs. Ogilvie, Proprietress

Hongkong, August 18, 1913. 1078

GRAND HOTEL

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

CUISINE UNDER EUROPEAN SUPERVISION.

ELECTRIC LIGHT & FANS THROUGHOUT.

F. REICHMANN Proprietor.

THE GRAND CARLTON HOTEL

An Ideal Family Hotel, where Living is a Real Pleasure

FIRST CLASS IN EVERY RESPECT. CONVENIENTLY SITUATED. ALL MODERN COMFORT

Noted for its First Class Cuisine and Perfection of Service.

Under the Personal Management of O. E. OWEN, Proprietor.

TELEGRAPHIC ADDRESS: GRAND Hongkong. Telephone No. 812.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net.

In Bags of 250 lbs. net

Shewan, Tomes & Co.,

GENERAL MANAGERS.

The prevalence of Malaria is now well known to be due to Mosquitoes and other similar Insects.

MOSCATINE

Prevents the bites of Mosquitoes, Sandflies etc. if Sprinkled on the exposed parts of the skin.

50 ct. $100 & $2.50 per bottle.

Prepared only by

THE VICTORIA DISPENSARY, HONGKONG.

A CHOICE SELECTION

FRY'S KING GEORGE V. AND QUEEN MARY CHOCOLATES.

CADBURY'S IMPERIAL CHOCOLATES.

A SPECIALITY

FRESH HOME-MADE CHOCOLATES

Weismann, Limited.

Hongkong, July 29, 1913.

WING FAT CHEONG,

HIGH CLASS TAILORS, DRAPERS AND OUTFITTERS.

24A, DES VOEUX ROAD CENTRAL.

HAVE ALWAYS ON HAND AN EXTENSIVE ASSORTMENT OF EVENING DRESS GOODS:—

Court Shoes, Dress Bows, Shirts etc.

ALSO

ALL ARTICLES OF CLOTHING MADE TO ORDER.

OUTFITTING OF ALL DESCRIPTIONS, QUALITY AND WORKMANSHIP BY THE MOST EXPERIENCED CUTTERS GUARANTEED.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS A Speciality.

NOTE ADDRESS.

ICE HOUSE HONGKONG.

TRADE MARK

THIS WEATHER is dangerous. Take the precaution of drinking some

AQUARIUS TONIC WATER

every morning, and take Mineral Waters that are made from DISTILLED WATER only, (such as the various AQUARIUS WATERS).

CALDBECK, MACGREGOR & CO

(Established 1864.)

INTIMATIONS

G. FALCONER & CO., LTD.,

LADY'S GOLD WATCH BRACELETS IN LARGE VARIETY.

ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, &c., &c., OF FIFTY YEARS STANDING

SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, *General Manager.*

Hongkong, August 12, 1908. 1783

THE KWONG HIP LUNG CO., LTD.,

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Shum Shui Po, Kowloon, Hongkong. Telephone No. K.9.
Estimates furnished on application.

WONG PING WA, *Manager.*

Hongkong, April 1, 1913. 48

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

THE QUEEN'S ROAD CENTRAL CO.,

AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

PERFECT FIT GUARANTEED.

THE ONE PRICE STORE.

High Standard of Quality.

Cheapest Store in the East.

Queen's Road Central: The Old Supreme Court. Telephone 1450.

Hongkong, June 10, 1913 932

DINNEFORD'S MAGNESIA

IMPORTANT NOTICE. In consequence of numerous imitations purchasers must see the name "DINNEFORD'S" on every bottle and label.

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Aperient for Regular Use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The evil spirits exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhœa by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by
J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS

MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS of TAKASIMA, OCHI, MUTABE, YOSHINOTANI, KISHIDAKE, HOJO, KANADA, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA Collieries.

AGENTS for SAKITO, & OYUBARI COALS.

HEAD OFFICE:—TOKYO
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu, Wakamatsu, Otaru, Muroran, Kobe, Osaka, Tokyo, Yokohama, Nagoya, Shanghai, Hongkong, Hankow.

The address for above is IWASAKI.
Cipher—A1, A.B.C. 5th Ed., Western Union.

AGENCIES:

CHINKIANG: Messrs Gearing & Co.

MANILA: Messrs Macondray & Co.

SINGAPORE: Messrs Borneo Co. Ltd.

For particulars, apply to

K. KATO,
Manager,
No. 2, PEDDER STREET,
HONGKONG.

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HONGKONG ST. ANDREW'S SOCIETY.

THE Annual GENERAL MEETING of the above Society will be held in the CITY HALL, on MONDAY, the 29th SEPTEMBER, 1913, at 5.15 P.M. for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August; of electing office-bearers for the ensuing year, &c.

A. C. LANG,
For the Secretary.

Hongkong, Sept. 22, 1913. 1142

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the HONGKONG HOTEL COMPANY LIMITED will be held at the premises of that Company, Pedder Street, Victoria in the Colony of Hongkong, on SATURDAY, the fourth day of October 1913, at 12 o'clock noon when the sub-joined resolution will be proposed:—

"That the following new Article be inserted in the Company's Articles of Association after Article 10 thereof:—

10A. "The Company shall pay dividend, in respect of any existing or new shares of the Company, in proportion to the amount paid up on each share where a larger amount is paid up on some shares than on others."

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to second Extraordinary Meeting which will be subsequently convened.

Dated this 22 day of September 1913.

By order of the Board of Directors.

J. H. TAGGART,
Acting Secretary.

Hongkong, Sept. 22, 1913. 1144

BON TON.

JUST ARRIVED
A NICE ASSORTMENT
of
TRIMMINGS FOR EVENING WEAR,
LADIES KNITTED GOLF JERSEYS,
SILK STOCKINGS,
(All Colours)
TONG SILK GLOVES,
(Black, Grey & White)
Also
CHILDRENS FELT HATS
in all Colours.

SIEN TING,
Surgeon Dentist.
No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE
Consultation Free.

OYSTERS; Fresh, Fried or Stewed, Findon Haddocks, Kippers, &c.
ALEXANDRA CAFE.

UPSIDE DOWN IN THE AIR.

THE FLYING MARVEL.

PARIS, Sept. 1.

The most daring feat yet accomplished in all the adventurous history of flying was performed at the Juvisy aerodrome this morning by M. Pegoud, the airman who a fortnight ago leapt from an aeroplane in flight and drifted to earth hanging from a parachute.

He succeeded this morning in flying for 400 yards upside down, with the landing wheels of the aeroplane in the air above him, himself hanging head downwards held to his seat by an arrangement of leather braces. The experiment was one of those announced by M. Blériot in *The Daily Mail* this morning, and was intended to test the stability of the Blériot monoplane and the degree of control that the airman possesses over it.

M. Pegoud first rose to a height of 3,000ft. He was followed through field glasses by the anxious eyes of M. Blériot and the few friends he had invited to watch the secret experiment. From this height the airman began his dive, but, instead of taking a spiral path or making the long gradual descent of the ordinary volplane he plunged headlong downwards with so steep an incline that the aeroplane was soon absolutely perpendicular in the air and tail uppermost. The motor being cut off, it was now simply falling by sheer force of gravity at a dizzy and ever-increasing speed like a boy's dart weighted at the head.

The little knot of spectators broke involuntarily into exclamations of dread. It seemed as if in a few seconds this gigantic plummet, with its human burden, must crash to the ground.

Suddenly as they watched the tail of the monoplane was seen to be inclining out of the perpendicular towards the earth, but it was inclining the reverse way. The aeroplane was turning on its back, and now it left the vertical line of its fall and began to glide away on a volplane upside down, the landing chassis on top, and M. Pegoud underneath, hanging head down, but still grasping the control wheel.

For 400 yards, during the space of fifteen seconds, the monoplane dived in this capsised attitude. Then, by a turn of his elevator, the inverted pilot once more regained the perpendicular, passed it, and glided off in a safe volplane.

M. Pegoud's course was the shape of a gigantic capital S in the air. It was as he passed along the middle stroke of the S that he was flying on his back.

"Peculiar, but not disagreeable," is how M. Pegoud described the sensation of flying upside down after he had landed. "The machine did not pitch at all while it was reversed," he added.

EXPERIMENT TO BE REPEATED.

The experiment will be repeated tomorrow before some officers of the General Staff. M. Blériot and M. Pegoud hope soon to try and turn a monoplane over sideways in the air. This is what might happen to a machine accidentily if one wing got into an "air pocket."

M. Pegoud, who qualified as an airman less than a year ago, has already gained the reputation of being the most adventuresome pilot in France. He was the only man who could be found to test the Blériot device for catching an aeroplane in flight on a wire cable on which it comes to rest suspended. He it was who tested M. Bonnet's parachute invention two weeks ago.

He is one of the chief pilots of the Blériot works. About twenty-seven years old, short, slim, with a typical French face, large, alert eyes, and whimsical, smiling, dare-devil expression; his lips close tightly, but they are always twitching in good humour. He turns a risk into a joke, and is gay and debonair at a shorter distance from death than most men would dare to venture at all.

MR. SHAW AND HIS NEW PLAY.

HIS LION A SURPRISE.

Mr. Bernard Shaw was chuckling quietly to himself on Saturday, says the "Daily Sketch" of September 1.

Do others boom their plays? Then by all the axioms of Mr. Shaw's philosophy "Androcles and the Lion" must be kept dark.

When the curtain rises to-night at the St. James's Theatre it is the lion that everybody will look for. So great is the feeling of suspense about that lion that if it should roar before the curtain rises the Shavians will hug their sides to ecstacy.

The beast was gambolling about at rehearsal on Saturday, and the "Daily Sketch" snapshotted it. Mr. Shaw looked on and chuckled.

Of course it will be no ordinary lion. "What is *its* secret?" everybody is asking. The lion refuses to eat its friend Androcles. Why? A wag who knows Mr. Shaw's idiosyncracies suggested the answer to the *Daily Sketch*—"Because it is a *vegetarian*."

Some of us may be intensely interested in the Pagans, Emperor of gladiators, some in their victims, the Christians who are going to expound Bernard Shaw's views on the Faith; but all will await with tense curiosity the appearance of the King of Beasts as "G. B. S." represents him.

So far the extreme secrecy as to the salient points of the play preserved by the author, producer and artistes ensures that its success shall not be endangered by the absence of the element of surprise.

In fact surprise is its essence. It would not be a play by "G. B. S." if that were not so; and chief of the novelties is likely to be the part played by Mr. Edward Sillwood, "skilled" representative of the beasts of the field, as the Lion.

G. B. S. VISITS THE CAGES.

The noble animal which is to typify the quality of gratitude is not a hurried creation. Mr. Shaw has been thinking him over for the past two years, and has paid a number of visits to the Zoos in London, Antwerp, and Hamburg.

He has imparted to the producer, Mr. Granville Barker, the designer, Mr. Albert Rothenstein, and the actor, Mr. Sillward, the result of his observations. That result will be revealed to-night in a leonine monster as real as it is possible to make him.

Albeit his physiognomy, in order that it may harmonise with Mr. Rothenstein's designs, decorative rather than realistic though they are, will be of somewhat conventional type.

There is no question, however, but that his shaggy mane, his rolling, glaring eyes, his god tongue lolling out of his mouth, his ponderous tail swishing, now fiercely, now good-humouredly, from side to side, will proclaim him the genuine monarch of the true Libyan tribe.

Doubtless Androcles, the animal lover, will christen him familiarly Billie or Jackie, and we have a suspicion that in the hands, or person, of Mr. Sillward, who must now be regarded as having expert knowledge of the lion from the inside, he will belong to the same gallery as Nana and the Crocodile in "Peter Pan."

As to what part, however, he will play in Mr. Shaw's scheme of things, how far his roarings will convey a sense of the author's views on modern problems—all that is and must remain an inviolable secret until to-night.

We can say no more than that those connected with the production are convinced that Mr. Shaw has not been so inartistic as to introduce a peculiarly dramatic situation for the mere sake of creating a vulgar sensation.

The Man Who Gets There

Is the man who has blood—real rich red blood and plenty of it—in his body.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

makes blood—lots of it—life giving, brain nourishing, strength replenishing blood.

OF ALL CHEMISTS

PRICES: $1.95 and $2.95.

INTIMATIONS

HONGKONG CLUB.

NOTICE.

AN ASSISTANT LIBRARIAN is REQUIRED for Six or Eight MONTHS to aid in Cataloguing the Club Library.

Applications for same should be made in writing to the Undersigned.

JAMES CRAIK,
Secretary,

Hongkong, Sept. 24, 1913. 1155

HONGKONG CLUB.

NOTICE.

THE Twenty-Fourth Drawing of Sixty-Five Debentures of the Hongkong Club, (1896 issue, $100.00 each) was held in the CLUB HOUSE on FRIDAY, the 19th September, 1913, when the following DEBENTURES were DRAWN for REDEMPTION:—

21	519	913	1181	1704
69	602	920	1213	1714
122	626	955	1300	1737
146	651	960	1312	1752
294	688	970	1321	1760
336	713	1004	1375	1794
345	765	1019	1409	1799
395	785	1022	1418	1810
400	811	1031	1475	1884
418	870	1034	1480	1893
424	877	1093	1493	1990
463	880	1143	1522	1919
512	890	1146	1673	1976

and will be PAYABLE at the HONGKONG and SHANGHAI BANKING CORPORATION, on TUESDAY, the 30th September, 1913, in Exchange for surrender of same.

By Order,

JAMES CRAIK.
Secretary.

Hongkong, Sept. 19, 1913. 1130

FOR THE SUMMER MONTHS.
SPECIALITIES
CORNED OX TONGUES
CORNED BEEF
CORNED PORK
PRESSED BEEF,
GERMAN SAUSAGES
These are a few of the delicacies offered for sale by
THE DAIRY FARM CO., LTD.

66

NOTICE.

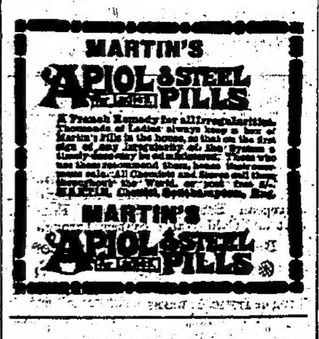
HONGKONG AND CHINA GAS COMPANY, LTD.

ON and from October 1st, 1913, the PRICE of GAS to the Public will be REDUCED to $2.50 per 1,000 Cubic Feet.

By Order of the Directors,

J. Mc. CUBBIN,
Acting Local Secretary and Resident Engineer.

Hongkong, August 9, 1913. 980



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GENERAL IMPORT & EXPORT.

CANTON

LARGE WHOLESALE & RETAIL STORE

FURNITURE, Draperies, Groceries, Boot and Shoes.
Makers of Jewellery, Lacquerer.
Crockery Ware.
Iron-mongery, Wine and Spirits.

Foreign Clothes for gentlemen made to order by our own tailors.

Large assortment of Chinese Silks and Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

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Tel. No. 1406. CANTON and
Nos. 237, 239, Des Voeux Road,
and No. 120, Connaught Road Central.
Tel. No. 811. Hongkong.

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write care of *China Mail* office or direct to 51, Hollywood Road, 1st floor.

Hongkong, May 17, 1913.

FOR a good Solid meal at Cart or Table D'Hote with Wines & Liqueurs of the Best, ALEXANDRA CAFE.

TO LET.

TO LET.

NO. 9 MINDEN VILLAS, MODY ROAD, Kowloon, FIVE ROOMS, TENNIS COURT.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon, Cheap rentals.

SHOP with Godown attached, NATHAN ROAD, Kowloon.

Kowloon Marine Lot No. 48 with Wharf.

Apply to
HUMPHREYS' ESTATE & FINANCE Co., LTD.

Hongkong, Sept. 17, 1913.

TO LET.

NO. 130 'MAGAZINE GAP' Peak,

Apply to
SPANISH DOMINICAN PROCURATION.

Hongkong, Sept. 24, 1913. 1057

TO LET.

(FROM 1ST JULY 1913).

NO. 2, MOUNTAIN VIEW, The Peak.

Apply
LINSTEAD & DAVIS.

Hongkong, June 9, 1913. 729

TO LET.

RANFURLY, No. 11, CONDUIT ROAD.

GODOWNS.
94, WANCHAI ROAD.
102, PRAYA EAST.
42A, PRAYA EAST. Godown.

THE HONGKONG LAND INVESTMENT & AGENCY Co., LD.

Hongkong, Sept. 22, 1913. 862

TO LET.

MEIRION, No. 10, Peak, furnished or unfurnished. 6 Rooms. Cheap rents.

To let or for sale, 'GLENSHIEL,' Barker Road, No. 124, Peak, 5 rooms.

'ROGATE,' Austin Road, Kowloon; from 1st October.

No. 116 Peak 'LEWKNOR' Furnished or Unfurnished 5 rooms.

No. 68 Peak, MOUNT KELLETT. (Church Mission Society Bungalow) from 1st October 1913 till 30th May 1914.

No. 21 Shelley Street

FOR SALE OR TO LET.
(From 1st November 1913.)

No. 1 GOUGH HILL, No. 103 Peak. Bungalow containing Drawing, Dining and Smoking rooms and five Bedrooms. With ground for Tennis Court.

FOR SALE.

'HARTING and ROGATE, on part of Kowloon Inland Lot No. 1154.

LADBROOKE, No. 9, Conduit Road. Fine View of Harbour. 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

Apply to
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, Sept. 25, 1913 61

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 a.m. to 10.00 a.m....Every 10 minutes.
10.00 a.m. to 11.00 a.m....Every 15 minutes.
11.30 a.m. to 12.45 p.m....Every 15 minutes.
12.45 p.m. to 1.15 p.m....Every 10 minutes.
1.15 p.m. to 1.45 p.m....Every 15 minutes.
1.45 p.m. to 2.15 p.m....Every 10 minutes.
2.15 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.10 p.m....Every 10 minutes.

NIGHT CARS.

8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

8.00 a.m. to 10.30 a.m....Every 15 minutes.
10.30 a.m. to 12.00 a.m....Every 10 minutes.
11.45 a.m. to 12 Noon....Every 15 minutes.
12.00 Noon to 1.00 p.m....Every 10 minutes.
1.00 p.m. to 5.00 p.m....Every 15 minutes.
5.00 p.m. to 6.00 p.m....Every 10 minutes.
6.00 p.m. to 7.00 p.m....Every 15 minutes.
7.00 p.m. to 8.10 p.m....Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Cars at 12 m'dnight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

SINGON & CO.

ESTABLISHED A.D. 1897.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET, (2nd Street, west of Central Market). Telephone No. 515.

Hongkong, September 4, 1913.

THE CHINA MAIL

Washing Books.

Price ——— 20 cents.

Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT.

AND ADMIRALTY.

General Auctioneers

AND

Share, Coal and General Brokers.

PROPRIETORS

"TO-KWA-WAN"

COAL STORAGE.

Codes used:

A.B.C. 4TH & 5TH EDITIONS.

A1. TELEGRAPHIC CODE.

Telegraphic Address:

"MERION" HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (For account of the Estate of the late Major C. M. Fleury, R.A.M.C. on

FRIDAY,

the 26th September, 1913, at 2.30 P.M., at No. 58, Nathan Road, Kowloon, 1st Floor,

THE

VALUABLE HOUSEHOLD FURNITURE,

&c., &c., &c.

therein contained,

(PRACTICALLY NEW).

Also

ELECTRIC FITTINGS, CEILING AND TABLE FANS.

FULL PARTICULARS FROM CATALOGUE.

On view day of Sale.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 22, 1913. 1139

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), on

SATURDAY,

the 27th September, 1913, commencing at 2.30 p.m., at "Harting" Austin Road, Kowloon,

THE

VALUABLE HOUSEHOLD FURNITURE, etc.,

therein Contained,

Comprising:—

Very fine Teakwood Hall Stand, Sideboard, Dinner Waggons, Extension Dining Table, etc., by well-known local maker. (in good condition), Tientsin and Brussell's Carpets and Rugs, including Stair Carpets, Pictures, Wall Hangings, a quantity of Electro and Silver plated Ware, Dinner and Breakfast Services, etc., etc., Brass Curtain Poles,

Also

Treadle Sewing Machine, 5-Coloured Chinese Porcelain Flower Stands, Plants in Pots.

On view day before Sale.

Catalogues will be issued.

TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 19, 1913. 1136

PUBLIC AUCTION.

THE Undersigned has received instructions from D. K. Moss, Esq., to sell by Public Auction, on

MONDAY,

the 29th September, 1913, Commencing at 2.45 p.m., at No. 149, Coomb Road, Magazine Gap,

THE

VALUABLE HOUSEHOLD FURNITURE,

&c., &c., &c.,

therein contained.

Including:—

Hall Furniture by Powells, a famed Teakwood Bed Room Suite in very good condition, Brass-mounted Twin Bedsteads, Etchings and Engravings (Artists' Proof), Carpets and Rugs, Sundry Blackwood Furniture, etc., etc., Bath Room, Pantry and Kitchen Utensils, Sedan Chairs and Plants in Pots.

FULL PARTICULARS FROM CATALOGUE.

On view from Sunday the 28th instant.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 20, 1913. 1136

DON'T Forget after the Show, Supper, and Light Refreshments.

ALEXANDRA CAFE.

Open Till Midnight.

AUCTIONS

G. R.

PUBLIC AUCTION.

PARTICULARS and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 29th day of Sept., 1913, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Fife Street Mong Kok, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

Particulars of the Lot.

No. of Sale	Registry No.	Locality	Boundary Measurements (Approximate) N.	S.	E.	W.	Contents in Sq. Ft.	Annual Rent	Upset Price
			ft.	ft.	ft.	ft.		$	$
1	1338	Adjoining Kowloon Inland Lot 1365. Along Fife Road. For No. 1338	67.	67	33' 4"	38' 4"	2,571 about.	30	1,850

1137

FOR SALE.

FOR SALE.

VALUABLE LEASEHOLD PROPERTY.

BRITISH CONCESSION.

SHAMEEN, CANTON.

TWO LOTS, Nos. 79 and 80, fronting on the CANAL ROAD, each with a frontage of ninety feet on the road, and with a depth of 140½ feet, together with the BUILDINGS erected thereon. The LOTS will be sold either separately or together. This property will be put up for sale at PUBLIC AUCTION, on the premises commencing at 11.00 A.M. THURSDAY, the 30th of October, 1913, if not sold privately before that date. The Undersigned reserve the right to reject all bids if no acceptable bids are offered. Parties interested may obtain particulars from

THE CHINA BAPTIST PUBLICATION SOCIETY,

Tung Shan, Canton, China.

Hongkong, Sept. 23, 1913. 1149

'Want' Advertisement

PREPAID

$1 per inch..... 3 insertions.

$2 " " ..... One week.

FOR SALE.

ABOUT 500 lbs. ENGLISH TYPE Clarendon and Nonpareil (Modern), complete fount, including Italic.

In good condition. Send offers to

'TYPO,'

Care of 'CHINA MAIL' Office,

Hongkong, March 21, 1912. 461

MILNERS'

SAFES

AS SUPPLIED TO THE

PRINCIPAL BANKS

AND

BUSINESS HOUSES

GEO P. LAMMERT,
Agent.

Hongkong, May 20, 1911 841

FOR SALE.

ONE FULL SIZE

Burroughs and Watts

BILLIARD TABLE

WITH ACCESSORIES.

Apply to

GEO. P. LAMMERT.

Hongkong, June 1, 1910.

"NOTES ON WILD IN LIFE HONGKONG AND SOUTH CHINA."

BY THE REV. G. A. BUNBURY, M.A.

To be had at the 'CHINA MAIL' Office.

Part 1 Revised Price 75 Cents.

" 2 " 50 "

"VAMPIRES" OF STAGE.

Heartbroken Mother Tells of A Wasted Life.

Following upon the scalding attack on "nuts" and chorus girls, or "fish-blooded vampires," as the latter were called, the World publishes a letter from a heart-broken mother in support of the condemnation of stage beauties. It was stated that the ambition of the "nut" seemed to be to minister to the limitless greed of some young harpy of the stage, chorus girls who were said to be scullery maids without the humanity of the scullery maid. The letter published in our contemporary recently is from a lady whose son was "inveigled" into marrying one of those "fish-blooded vampires." Commenting on the aims and objects in life of the stage girl, the World declares that she is out for marriage or money. Not infrequently she attains her object, and the result is a joyless, loveless union that is often ended in the Divorce Court or dissolved by mutual consent, though the legal bond continues. Rarely are there children, for this implies a degree of unselfishness foreign to the nature of either party. They are out for enjoyment at somebody else's expense, and that either should be expected to sacrifice even an hour of selfish comfort would be deemed blasphemy against their gospel of having a good time of it. Referring to chorus girls the letter says:—

I cannot tell you how grateful I am to the writer of that splendid article on chorus girls, and to you for publishing it. It is perhaps wrong for a woman to be hard on her own sex, but the misery of the last few years must be my excuse. If only our sons would be wise in time and see these women as they really are before it is too late. They have neither hearts nor brains, only an infinite capacity for spending money. They are quicksands where gold is concerned. As long as she is forthcoming they smile and flatter, but oh! the bitter abuse and the scene when the least self-denial is expected. Three years ago my son was inveigled into such a marriage. She called herself an actress, but she hadn't enough ability for that. She just walked on the stage and showed as much of her body as the law allowed. Had she been a wicked woman she would have caused me less misery. She has done her best to kill every spark of manhood in my boy since their wedding-day she has treated him far worse than I would a dog. She has separated him from his friends, and surrounds herself with women of her own class as witless and selfish as she is—entertaining them at his expense. A mother cannot advise her son to give his wife a thrashing, yet I believe it would be the best thing possible for both of them: it would give her more respect for him and it might teach her the pain she is causing others. What will be the end I cannot tell. He is miserable and she much too comfortable to compromise herself. All I can do is to pray that other young men may be spared the fate that has overtaken my son. His life is wasted.

LIFE AT KIAUTSCHOU.

A Japanese View of German Undertakings.

A Japanese, who recently returned to Japan from Tsingtao, is quoted to the effect that German undertakings in Kiautschou Bay are being carried on on a gigantic scale, with the result that Tsingtao has become completely Germanised.

The administration of Kiautschou Bay is undertaken by the Kiautschou Government, which is under direct control of the German Naval Department. The German colonies are generally controlled by the Colonial Department, but Kiaochou Bay is an exception to this rule, the post of Governor General being filled by a vice-admiral and various departments controlled by officers. The harbour master is a higher naval officer, a gendarmery captain is the superintendent of the police department and the first naval physician is president of the meat market.

Apart from the German Eastern Squadron, land garrisons consist of troops, and armaments and other arrangements are equipped after the army system. Two battalions, 2,500 men, are allotted for duty, and are under a naval commander. There are twelve barracks, of which the Iltis and Bismarck are the largest. The fortress is garrisoned by four companies, the first company being a torpedo-laying corps, the second, a torpedo-clearing corps and the third and fourth consisting of heavy artillery.

The business of the district is entirely in the hands of Germans. There are over 100 companies and private firms, the largest of which are the Dutch-Asiatische Bank, Messrs. Arnold, Karberg and Co., Carlowitz and Co., and others, while the Shantung Railway Co., the head office of which is at Tsingtao, undertakes the railway service between Tsingtao and Tsinanfu, and is also working mines in Shantung.

With the exception of Chinese, Germans head the population of Kiautschou. According to the latest statistics, the number of foreign residents there is as follows:—Germans 2,824, Japanese 522, British subjects 18, Americans 44, Danes 4, Norwegians 2, Dutch 14, Russians 14, Turks 2, Austrians 28 French 6.

REMEMBER THE NAME.

CHAMBERLAIN'S Colic, Cholera and Diarrhœa Remedy is the best known medicine for diarrhœa, dysentery, colic, cramps or pains in the stomach. You may need it some time. For sale by all Chemists and Storekeepers.

ARRIVAL OF S.S. NIPPON.

The s.s. Nippon, which was wrecked in a typhoon in the Philippines, arrived at Shanghai on 14th inst. She left Manila under her own steam on Sunday, 7th September, escorted by the Am.str. Rizal. Both steamers put into Makung Harbour, Pescadores, on Wednesday last to shelter from a gale and left again on Thursday at noon. The Nippon is reported to have steamed away from the Rizal on Saturday and passed Gutzlaff yesterday morning about 9.30 and make fast alongside the International Dock wharf.

The Nippon has arrived in Shanghai for repairs and it may here be recalled that after being ashore on Scarborough Shoal in the Philippines in May, the result of a typhoon, the steamer was got off by Messrs. Erlanger and Galinger, and placed in the Dewey floating dock at Olongapo where temporary repairs were effected after which she steamed to Manila and thence to Shanghai. The surveyor in Manila declined to give a certificate of seaworthiness but nevertheless the Yangtsze Insurance Association took the insurance in hand and found Underwriters in Shanghai and London who were prepared to follow them and accept the risk.

The contract for the repairs to the Nippon was awarded in Manila to the Shanghai Dock and Engineering Co., Ltd., after keen competition with the Taikoo Dockyard and Hongkong and Whampoa Dock Co., the bringing of the vessel from Manila to port of repair being included in the price which amounted to about £17,500. The repairs will take about five months including several months in drydock. As regards the salvage claim in Manila an agreement has been arrived at and the suit of the salvors dismissed. 150,000 pesos, it is believed, is the amount paid for salving the stranded vessel.

A DROWNING TRAGEDY.

REVENUE CRUISER'S BOAT SWAMPED.

News has reached Shanghai, says the "N. C. Daily News" of the 20th inst., of the death in tragic circumstances of Mr. Victor H. Harding, second officer "C" of the Revenue cruiser Liuhsing. It appears that the vessel was in the neighbourhood of Drinkwater Point when a boat containing Mr. Harding, a sailor, and a messenger boy was lowered. As the boat reached the water huge waves dashed over it, washing the occupants overboard. The alarm was given on the ship and life-buoys were thrown to the men. In addition a boat was lowered but only the sailor was saved although an exhaustive search was made for Mr. Harding and the messenger. The former is said to have been a good swimmer, and the cause of his disappearance in the sea is attributed to the fact that at the time he was wearing a heavy pair of leather knee sea boots.

STRANGE CONDITIONS FOR RICH MAN'S HEIR.

Edward Musse, who is an attendant at the bar of a Philadelphia hotel, has just inherited £50,000 from an eccentric uncle, who has, however, imposed on his heir some extraordinary conditions. Musse is now twenty-four years of age, but not until he is thirty will he come into possession of the principal sum, and then only "providing he stays continuously employed at the position he occupies when he learns that he is heir to my fortune." Hence, he must continue to dispense whisky and soda and cocktails for the next six years to become a wealthy man. He will, however, receive a very good income to make up for the tantalising situation, according to the will, while a codicil makes further provision that if he marries "respectably" before January 1, 1914, he is to receive an additional £2,800 from each of two aunts who are to have charge of the administration of the estate.

MR. LABOUCHERE'S LOVE AFFAIRS.

BIOGRAPHY DISCLOSURES.

The publication by Messrs. Constable of the Life of Henry Labouchere, written by his nephew, promises to be one of the events of the autumn book season, says the "Daily Mail."

Most important of all the correspondence will be that between Mr. Labouchere and Mr. Chamberlain at the time of the Liberal split over Home Rule. These letters deal in detail with the circumstances which led up to Mr. Chamberlain's breach with his party, and we understand they are of a most intimate character. Full details will be given of Mr. Labouchere's attempt to reconcile Mr. Chamberlain with the Cabinet, and of his bitter disappointment at his failure to do so.

PIGGOTT'S CONFESSION.

An account will be given of the disappearance of Piggott, the forger, and his confession to Mr. Labouchere, which was sent by him to Sir George Lewis; and also of Mr. Labouchere's compassion for Piggott's children after the death of their father.

The reasons will be given of Queen Victoria's objections to the editor of "Truth" and an explanation of why he never gained a place in the Cabinet. One chapter will be given up to an account of Mr. Labouchere's experiences during the siege of Paris. Mr. Labouchere's views on the following subjects will be found in the biography:—

Gambling.
American girls.
Views on lagging while at Eton.
Good resolutions.
Religion.
Why men enter Paliament.

A description will be given of "Labby's" first love affair, which was evidently not very serious, for before the close of this chapter there will appear an account of "Labby" in love again. Interesting features will be his adventures with Alexandre Dumas Père and Dumas Fils, and his management of the Queen's Theatre and subsequent life as a journalist.

GEO. P. LAMMERT

AUCTIONEER.

SHARE & GENERAL BROKER.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

MONDAY,

the 29th September 1913, commencing at 2.30 p.m. at his Sales Rooms, DUDDELL STREET,—

A LARGE ASSORTMENT OF LEATHER GOODS

Comprising:—

Cabin trunks, Suit Cases, Brief Cases, Kit Bags, Hand Bags and Satchels, Music and Leather Satchels, Jewel Boxes etc. etc.

On view from Saturday, the 27th.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

Hongkong, Sept. 23, 1913. 1148

FOR SALE.

A Consignment of SLAZENGER'S TENNIS RACKETS made for 1913 Season, in various weights and qualities.

Also

SLAZENGER'S 1913 TENNIS BALLS.

For further particulars

Apply to

GEO. P. LAMMERT.

NORTH BRITISH & MERCANTILE INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE COMPANY, LTD.,

and

THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31ST DECEMBER, 1911. £22,561,286.

I—Authorised Capital £6,000,000	
Subscribed Capital £4,500,000	
Paid-up Capital	£2,437,500
II—Fire Funds.....	3,899,114
III—Life & Annuity Funds...	16,136,160
Sinking Fund Account	88,512
	£22,561,286
Revenue Fire Branch.....	2,567,158
" Life and Annuity Branches.....	1,973,269
Revenue Marine Department ...	262,692
Other Receipts	430,193
	£5,233,312

The Accumulative Funds of the various Branches are separately invested, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO.
Agents.

JAPANESE MAKERS.

EVERY KIND OF Footwear MADE TO ORDER

CHERRY & CO.,

PEDDER STREET,

Opposite Hongkong Hotel.

Telephone No. 421.

Hongkong, May 5, 1910.

NOTICE

HIGH-CLASS PRINTING

AND

BOOK BINDING

DONE AT

THE 'CHINA MAIL' OFFICE.

BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc., Artistically Arranged and Carefully Printed.

Clean Proofs and prompt delivery guaranteed.

You send us the 'copy' we do the rest.

IF you happen to be here your meals will be Courteously and Promptly served just the Same. Only at The ALEXANDRA CAFE.

UNDER the name of "Worcestershire Sauce" there is as wide a range of difference as there is under the name of "wine."

The quality of a mixture is not improved in the least by putting it into a bottle that resembles LEA & PERRINS', and by giving it a label that imitates the appearance of Lea & Perrins'.

And still there are people who conclude that if the bottle has the appearance of Lea & Perrins', the fluid inside is like Lea & Perrins' Sauce.

The white writing on the Red Label:

Lea & Perrins

Indicates the Original and Genuine WORCESTERSHIRE SAUCE.

'THE CHINA MAIL.'

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communication addressed to the Editor, not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent us not later than 2 p.m.

New Advertisements should be sent in before 3 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address 'MAIL' Hongkong

Telephone No. 22.

THE CHINA MAIL, LIMITED.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr J. M. Aaron	Mr E. S. Kabel
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Dr & Mrs H. Balsen and 3 children	Mr O. C. Kench
	Mr A. Kruseman
Mr A. T. Barberini	Mr T. Leeman
Mr E. R. Bate	Mr G. T. Lloyd
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Mr W. Logan	Miss C. M. Wicker
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Misses Barrett (3)	Mr N. Kirazaw
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Mr S. G. Bolden	Mr C. W. Randall
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	Mr A. Riggs
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Mr L. Guy	Mrs A. G. Smith
Mr A. H. Hewitt	Mr F. Wieler
Mr Wm. Hoe	

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HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS—
Sterling £1,500,000 @ 2/- = $15,000,000
Silver 17,450,000
$32,450,000
RESERVE LIABILITY OF PROPRIETORS $15,000,000

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Hon. Mr D. Landale—Deputy Chairman.
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Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months 2½ per cent per annum.
" 6 " 3½ " "
" 12 " 4 " "

N. J. STABB,
Chief Manager.

Hongkong, August 16, 1913.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at ½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, July 1, 1912. 1617

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853,
HEAD OFFICE, LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.

Hongkong, April 9, 1913

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital... ... ... £1,500,000
Subscribed 1,125,000
Paid up 562,500
Reserve Fund 415,000

BANKERS.
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, July 1, 1913. 822

THE YOKOHAMA SPECIE BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL ...Yen 48,000,000.00
PAID-UP CAPITAL ... ... " 30,000,000.00
RESERVE FUND ... ... " 18,200,000.00

HEAD OFFICE—YOKOHAMA.

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ANTUNG-HSIEN	LYONS
BOMBAY	NAGASAKI
CALCUTTA	NEWCHWANG
CHANGCHUN	NEW YORK
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HARBIN	SHANGHAI
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LONDON	TOKYO
LOS ANGELES	

Interest allowed on Current Accounts.
Deposits received for fixed periods at rates to be obtained on application.

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Manager.

Hongkong, March 31, 1913.

BANKS

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Calcutta.	Manila.
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Cebu.	Panama.
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Empire.	San Francisco.
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CAPITAL AND RESERVE .....G $7,060,000
Equal... £1,450,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 %, per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED & COLLECTED.

MAILS and TELEGRAPHIC REMITTANCES made.

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THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

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GEO. HOGG,
Manager,

No. 3, Queen's Road Central.
Hongkong, November 1, 1912

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824.

AUTHORISED CAPITAL ...f 60,000,000=(£ 5,000,000.-)
PAID-UP CAPITAL ...f. 45,000,000=(£ 3,750,000.-)
RESERVE FUND ...f. 8,252,168,=(£ 687,680.-)

HEAD OFFICE—AMSTERDAM.
HEAD AGENCY—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Djamber, Cheribon, Tegal, Pecalongan, Tjilatjap, Soerakarta, Djocjakarta, Bandoeng, Padang, Medan, Tebing Tinggi (Deli), Palembang, Telok Betong, Kotaradja, (Acheen), Macassar, Bandjermasin.

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LONDON BANKERS:—The Union of London and Smiths Bank, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2% per Annum on balances.
Fixed Deposits 12 months 4 % per Annum
Do. months 3½% Do.
Do. 3 months 3 % Do.

A. F. VAN REES, *Agents.*

Hongkong, July 16, 1913.

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THE CHINA MAIL, LTD.,
5, Wyndham Street, Hongkong.

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CHINA MAIL
Typhoon Map & Guide.

PRICE . . . . 40 cents.

THE ALEXANDRA CAFE Cannot be Beaten, if Equalled, For Bread, Cakes, Confectionery. Meals with Wines & Liqueurs.

VICHY
NATURAL MINERAL WATER
FRENCH GOVERNMENT'S Springs
VICHY CELESTINS
In bottles and half bottles | for Kidney and Kindred troubles, bladder trouble — Gout — Gravel — Arthritis
VICHY GRANDE-GRILLE for Liver trouble and Biliousness.
VICHY HOPITAL For Indigestion.
REFUSE SUBSTITUTES. MENTION NAME of SPRING REQUIRED
VICHY-ETAT PREPARATIONS
VICHY-ETAT SALT Natural salt from the waters.—In tins and bottles.
VICHY-ETAT TABLETS 2 or 3 after meals make digestion easy.
VICHY-ETAT COMPOUNDS to make your own digestive aerated water.

THE AISGILL RAILWAY DISASTER.

Scottish Express in Collision.

Loss of Fourteen Lives.

(Complete Report from "The Times.")

Early yesterday morning, says "The Times" of the 3rd inst. (referring to the terrible disaster at Aisgill telegraphed to us at the time by Reuter), a disastrous collision occurred on the Midland Railway at Aisgill, a desolate spot between Kirkby Stephen and Hawes Junction, on the borders of Westmorland and Yorkshire. A Scottish express bound for London ran into another Scottish express travelling in the same direction, which had stopped for want of steam at almost the highest point on the company's line. There was much telescoping, and three coaches were wrecked. Shortly after the collision the wreckage caught fire, and a large number of passengers were imprisoned in the burning debris. Rescue work was carried out with great bravery under the most difficult conditions. The lack of both lamps and water hindered the rescuers, and though emergency appliances were carried by one of the trains, and use was made of them, complaint is made in some quarters that these were insufficient.

It is still not quite certain how many lives have been lost, but at a late hour last night the most reliable evidence pointed to 14 deaths. In addition nearly a dozen persons were injured. Owing to the charred condition of the bodies, the work of identification is proving extremely difficult, and no names of the dead are yet available. The inquest will be opened this afternoon at Kirkby Stephen. Major Pringle, who conducted the official inquiry into the similar disaster which occurred at practically the same spot on Christmas Eve, 1910, will investigate the circumstances on behalf of the Board of Trade.

Story of the Accident.

GALLANT RESCUE WORK BY NIGHT.

LEEDS, Sept. 2.

A terrible railway disaster occurred early this morning on the Midland main line between Kirby Stephen and Hawes Junction. Two Scotch expresses bound for London were in collision, and horror was piled on horror when the wreckage caught fire. The number of the dead is even now not definitely known, but it is thought that 14 persons—seven women, five men, and two young children—have lost their lives. The bodies were so badly burnt in the fire as to be almost unrecognizable, and none had been identified when I left the scene of the disaster. At least 15 injured persons were treated at the Leeds and Carlisle infirmaries. Among the more critical cases is that of Sir Arthur Douglas, formerly Under-Secretary for Defence in New Zealand.

A DESOLATE SPOT.

The most extraordinary feature of the accident is that it occurred within a mile of the scene of the disaster on Christmas Eve, 1910, when a Scotch express was wrecked and wholly destroyed by fire, with a loss of 12 lives. Aisgill Moor, which holds this sinister record, is one of the most desolate spots in England. It lies high up on the backbone of England, more than 1,000ft. above sea level, and the section of line on which the two expresses came into collision is only just short of the highest summit level of the Midland Railway. Aisgill is in the heart of the Pennines, on the borders of Westmorland and Yorkshire. Great limestone hills rise sheer from the little vale in which the hamlet lies. Their names—Wild Boar Fell and Swarth Fell to the west and Black Moss Fell, and Great Shunner Fell to the east—give a clue to their grandeur and to the awe which they have inspired in generations of hardy dalesmen and shepherds. The district is very thinly populated. A farm or two, some shepherds' cottages, and railwaymen's houses are the only habitations within miles of Aisgill. The nearest towns, Hawes and Kirkby Stephen, are nearly ten miles away; there is nothing up there on the roof of England but bare mountains or a few roaring torrents like the grimly named Hell Gill Beck and a belt of pasturage thinly coated over the limestone, which is just green enough to give hundreds of wild looking black-faced sheep their daily bread.

A STEEP CURVED LINE.

The moor is wild, grim, and in some aspects melancholy and forlorn. When I reached it this afternoon, as on a similar occasion nearly three years ago, it was almost smiling under a perfect autumn sky, with purple patches of heather lighting up the distant hills. But it was full of blackness and terror at 3 o'clock this morning, and a Hardy could not have chosen a more fearful setting for a tragedy of Man and Nature. Egdon Heath has had no more awful moods than Aisgill Moor. The night was dark, but quite clear. There was no mist, and rain was not falling, as it was at the time of that other disaster to which I shall be compelled to refer continually during this narrative. The night traffic to and from Scotland on the Midland Railway is now at its heaviest. Great trains come pounding along the inclines on either side of Aisgill, where pilot engines often help to draw heavy loads, from the dusk of one day to the dawn of the next. There is a ten-mile run between Kirkby Stephen and Hawes Junction, with no station between. The line curves a good deal around the bases of the mountains, but it is not so difficult a piece of road as one or two sections a few miles further on towards London. The gradient from Kirkby Stephen rises at points to 1 in 100, and this it was that indirectly caused the accident.

Two Scotch expresses left Carlisle for London this morning within a few minutes of each other. At other than holiday times one train is sufficient to carry the whole of the southward bound traffic. Since July 15, however, a second express has been added. These trains are booked to leave Carlisle at 1.35 and 1.47, and they apparently left the great Border junction this morning with the recognized interval of 12 minutes between them. The first train is primarily a Glasgow and West of Scotland train, with coaches from Stranraer. The second is an Edinburgh and East of Scotland train, with coaches from Aberdeen, Inverness, and Fort William. The first is booked to make the journey from Carlisle to Leeds without a stop. The second makes one stop between these two points, at Skipton. It accordingly is timed to lose six minutes on the run to Leeds to the express in front of it. Both trains this morning were of corridor type, both had sleeping cars attached, and both were well filled with passengers.

Nothing worth recording happened to either train until they were engaged in the stiff climb from Kirkby Stephen. Then, before he had reached the summit, the engine-driver of the Glasgow train found that his steam was giving out. At Aisgill Bridge, where the winding moorland road which keeps company with the railway between Kirkby Stephen and Hawes Junction crosses the track, he was forced to pull up his train. There was only one engine on this, as on the Edinburgh train, but one is usually found sufficient for an ordinarily loaded train on this side of the summit. I was told this afternoon of many goods trains having to be pulled up at Aisgill for steam—in fact, this is looked upon in the district as quite a common occurrence which can be dismissed without remark by men who have very few events to talk about; but it is unusual in the experience of the locality for an express passenger train to be pulled up in this way. There should, however, have been no danger in that. It is the kind of thing that is liable to happen on all railways, but passengers, if they reflect on such a stoppage at all, show no anxiety, for while they are in that section they rely on the signalman not to let any other train into it. This section is about two miles long. The driver's last signals were at Mallerstang, on the other side of Wild Boar Fell, and he was within a quarter of a mile of the Aisgill signal-box, where he would find his next signals, some of the passengers who were not asleep were somewhat surprised at the prolonged stoppage of the train in this inhospitable region. The guard walked along the train and reassured them by saying, "There is no steam, but it is all right."

THE COLLISION.

About ten minutes went by, and then the passengers were suddenly aroused by a furious whistling. The driver of the stationary train had just noticed an express racing round the curve towards his own, and was giving such warning as he

(Continued on page 5.)

HONGKONG AVERAGE MARKET PRICES,

Corrected to Thursday, September 18th, 1913.
At 100 cents per Dollar Mexican.

Butcher Meat.

		cts.
Beef Sirloin & Prime Cut—Mei Lung Pa	lb.	18
" Corned—Ham Ngau Yuk	"	16
" Roast—Shiu " "	"	18
" Breast,—Ngau Lam "	"	12
" Soup,—Tong Yuk "	"	14
" Steak,—Ngau Yuk Pa	"	18
" " Sirloin Cut—Ngau Lan	"	28
" Sausages,—Ngau Chaung	"	20
Bullock's Brains—" Know	per set	10
" Tongue fresh,—Ngau Li	each	45
" corned—Ham Ngau Li	"	55
" Head,—Ngau Tau	"	60
" Heart,—Ngau Sum	"	12
" Hump, Salt—Ngau Kin	"	15
" " Salt "	"	18
" Foot,—Ngau Kark	each	8
" Kidneys,—Ngau Yiu	"	9
" Tail—Ngau Mei	"	18
" Liver,—Ngau Kon	"	18
" Tripe (undressed)—Ngau To	"	6
Calve Head & Feet—Ngau-chai-tau-kark	set	51
Mutton Chop,—Yeung Pai Kwat	lb	25
" Leg,—Yeung Pei	"	25
" Shoulder,—Yeung Shau	"	23
Pigs Chitlings—Chu Chong	"	27
" Brains—Chu Know	per set	2
" Feet,—Chu Kark	lb	12
" Chu Chaz	"	3
" Head,—Chu Tau	"	18
" Heart,—Chu Sum	"	10
" Kidneys,—Chu Yiu	"	8
" Liver,—Chu Con	lb	24
Pork, Chop,—Chu Pai Kwat	"	28
" Leg,—Chu Pei	"	27
" Fat or Lard,—Chu Yau	"	24
" Chu Trap Pig's Fry	"	30
Sheeps' Head and Feet,—Yeung Tau Kark	set	45
" Heart,—Yeung Sum	each	7
" Kidneys,—Yeung Yiu	"	9
" Liver,—Yeung Con	lb	25
Sucking Pigs, To Order—Chu h	"	22
Suet, Beef—Sang Ngau Yau	"	18
" Mutton,—Sang Yeung Yau	"	25
Veal,—Ngau Chai Yuk	"	18
Sausages,—Ngau Chai Chaung	"	

Poultry.

		cts.
Chicken,—Kai Chai		34
Capons, Large, mall,—Sin Kai		34
Ducks,—Ap		20
Doves,—Pan Kap		—
Eggs, Hen—Kai Tan	per doz.	20
Fowls, Canton,—Kai	lb	38
" Hainan,—Hoi Nam		33
Geese,—Ngoi Kai		27
Geese, Wild S'hai,—Shang-hoi Yee Ngoi	pair	—
Muntjac Deer,—Wong Keng	each	—
Hare, Shanghai,—Tu Chai		—
Partridge,—Che Khoo		—
Pheasant,—Shan Kai	pair	—
Pigeons, Canton,—Pak Kup	each	32
" Hothow,—Hoi How Pak Kup	"	25
Quail,—Um Chun		—
Rice Birds,—Wo Fa Cheur	dozen	60
Snipe,—Sa Choy	each	22
Turkeys Cock—Phor Kai Kung	lb	60
" Hen. " " Na	"	45
Wild Ducks, S'hai,—Shang-hoi Sui Ap	"	—
Teal,—Sui Ap Chai		—
Wild Ducks Canton—Sang-Shing Sui Ap		—

Fish.

		cts.
Barbel,—Ka Yu	"	9
Bream,—Bin Yu	"	18
Canton Fresh Water Fish,—Hoi Sin Yu	"	18
Carp,—Li Yu	"	22
Catfish,—Chik Yu	"	20
Codfish,—Mun Yu	"	17
Crabs—Ha	"	22
Cuttle Fish,—Muk Yu	"	16
Dab,—Sa Mang Yu	"	18
Dace,—Wong Mei Lun	"	12
Dog Fish—Tit Tu Sa	"	8
Eels, Conger,—Hoi Mann	"	18
" Fresh water,—Tam Shi Ti	"	18
" Yellow,—Wong Shi	"	28
Frogs,—Tien Kai	"	32
Garoupa,—Sak Pan	"	60
Gudgeon,—Pak Kup Yu	"	14
Herrings,—Tso Pak	"	24
Halibut,—Cheung Kwan Kup	"	32
Labrus,—Wong Fa Yu	"	26
Loach,—Wa Yu	"	80
Lobsters,—Lung Ha	"	48
Mackerel,—Chi Yu	"	24
Monk Fish,—Mung Ya	"	40
Mullet,—Chai Yu	"	18
Oysters,—Sam Go	"	22
Perch Fish,—Kai Kang Yu	"	20
Perch,—Tso Loo	"	18
Pike,—Ta Paw Peng	"	10
Plaice,—Pan Yu	"	22
Pomfret, Black,—Hak Chong	"	26
Pomfret, White,—Pak Chong	"	40
Prawns,—Ming Ha	"	18
Ray—Pak Pa Ta	"	9
Rock Fish,—Sak Ko Hang	"	16
Roach—Chun Yu	"	10
Salmon,—Ma Yau Yu	"	40
Shark,—Sa Yu	"	9
Skate,—Po Yu	"	11
Shrimps,—Ha	"	[illegible]
Snapper,—Lap Yu	"	32
Soles,—Tat Sa Yu	"	28
Tench,—Wan Yu	"	12
Turbot,—Cho How Yu	"	26
Turtles, small, fresh water,—Kork Yu	"	60
White Bait,—Ngau Yu Chai	"	—

Fruits.

		cts.
Almonds,—Hung Yan	lb	30
Apples (California)—Sam San Ping Kho	"	25
" (Chefoo)—Tin Chun Ping Kho	"	15
" Small,—Hoi Tong	"	12
" Custard,—Fan Lai Chi	each	6
Bananas, fragrant, Canton,—Sia Shing Heung Chiu		3
Bananas, (brides), Macao,—San Heung Chiu	"	4
Chestnuts, Chinese,—Fong Lut	"	20
Carambola,—Yeung Tao	"	12
Cocoanuts,—Yeh Tao	each	12
Lemons, China,—Ning Moong	lbs.	6
" America,—Kum San Ning Moong	"	8
Lichees Dried,—Lai Chi, small Stone	lb	30
" Fresh—		—
Limes, (Saigon)—Sai Kung Ning Moong	each	—
Mango, Manila,—Lui Seung Mong	"	—
Mangosteens,—San Chuk Tao	los	—
Oranges, (Canton)—San-shing Tim Ching	lb	—
Oranges Sweet	"	—
Pears, (American),—Kam San Shoot Li	"	—
" (Canton), Cooking,—Sa Lay		15
Peanuts,—Fa Sang	"	12
Persimmons Large,—Hung Chie	"	10
Pine-apples, 1st quality,—Poon Ti Paw Law	each	13
" 2nd " —Chung-tang Paw Law	"	10
Plantain,—Tai Cheu	lb	3
Plums,—Swatow, Hung Lai	"	—
Pumelo, Siam,—Chim Lo Yau	each	13
" Shanghai,—Lo Kwat	"	—
Walnuts,—Hop Tuo	lb	13
" Green,—Sang Hop Tuo	"	—
Water Melon,—Kom San Sai Kwa	each	—
" (China) Sai Kwa	"	—
Grapes,—Sang Po Tai Tao	lb	25

Vegetables &c.

		cts.
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	—
Beans, (French), Macao,—Oh Moon Pin Tau	"	—
" (French), Shanghai,—Sheung Hai Pin Tau	"	—
" Sprout,—Ah Choo	"	6
" Long,—Tau Ko	"	8
Beet Root,—Hung Choi Tau	each	6
Brinjals, Green,—Ching Yuar	"	8
" Red,—Hung Kar	"	6
Cabbage, Chinese, com,—Kai Choy	"	10
Cabbage Red,—Hung Yea Choy	"	—
Cabbage, Shanghai,—Yeh Choi	"	15
Cane Shoots, bunch,—Kau Shun	lb	—
Cauliflower, Large size—Tai Yeh Cho Fa	each	—
" Medium size,—Cheung Yeh Cho Fa	"	—
" Small size,—Sai Yeh Choi Fa	"	—
Carrots,—Kam Shun	lb	8
Celery, Chinese,—Tong Kan Choi	"	10
" Endish,—Yeung " "	"	—
Chillies Dried,—Gon Lat Chiu	"	30
" Red,—Hung Far " "	"	20
" Green,—Ching La Chiu	"	15
Curry Stuff, English,—Kar Lee Cho Lee	"	12
Cucumbers,—Ching Kwa	"	6
Bitter Squash,—Fu Kwa	"	8
Garlic,—Que Tau	"	6
Ginger, young,—Sun Tao Keung	"	6
" old,—Lo Keung	"	10
Horse Radish, S'hai,—Lik Kwa	"	20
Indian Corn,—Suk Mai	each	—
Lettuce,—Yeung Sang Choi	"	1
Water Chestnuts,—Ma Tai	lb	6
" Mandarin,—Kwai Lum Ma Tai	"	8
Mushrooms, Fresh,—Sang Cho Koo	"	30
Musk Melon, Amer.—Kam-san Hong Kwa	each	—
Okroes	lb	15
Onions, Bombay,—Yeung Chong Tao	"	10
" Green,—Sang Chong	"	8
" Shanghai,—Shang-hoi Chong Tao	"	6
Papaw, 1st qual,—Tai Mun Gou Kua	each	—
" 2nd "	"	—
Parsley,—Kun Cho	"	6
Green Peas,—Ching Tau		—
Potato, Sweet,—Fan Shu	"	3
" Shanghai,—Sheung-hoi Shu Tao	"	8
" Japan,—Yatt Poon Shu Tao	"	—
" American,—Fa K " "	"	6
" Foochow,—Fook-chow Shu Tao		—
Pumpkin,—Tong Kwa	"	4
Radish,—Hung Lo Pak Tau	"	5
Rhubarb (Fresh),—Tai Wong	"	8
Sage,—Tso So	"	10
Shallots,—Gon Chau Tau	"	5
Spinach,—Yin Choi	"	5
Tomatoes,—Fan Kiu	"	8
Yams,—Wa Yu	"	16
Turnips, Punti, (Long),—Lo Pak	"	5
" English,—Yeung Lo Pak		—
Vegetable Marrow,—Chit Kua	"	4
" (Am.)—Kam-san Chit Kua		—
Water Cress,—Sai Yeung Choi		15
" Lily root,—Lin Ngau		8
Yams,—Ta Shu		6

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W. BOWEN ROWLANDS,
Secretary, Sanitary Board.

INTIMATIONS

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Neuralgia	Mental Exhaustion	Faintness	Headache
Sciatica	Loss of Appetite	Brain Fag	Hysteria
Exhaustion	Nervous Debility	Backache	Anæmia

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THE AISGILL RAILWAY DISASTER.

(Continued from page 4.)

could." The whistle screamed with an eerie monotony for several seconds, and the guard ran back along the line waving his lamp, but it was all to no effect. On came the second train at a high rate of speed. "My God, they are into us!" groaned an attendant in one of the corridors, and the collision, with all its terrors of death and mutilation, had taken place. Others will determine the responsibility for the accident. It is clear that the second express ought not to have been in the section until the first had left it. Sutherland, the signalman in charge of the Mallerstang box, says that the signals were against the second train, as he had received no signal from Aisgill of the passing of the first. He was astonished, therefore, to see the second train near past his cabin at full speed. He was helpless to avert the catastrophe which he feared was imminent, and he strained his ears for three minutes, which must have seemed a lifetime, until he thought he heard in the black stillness of the night the sound of a collision. The impact between the express and the stationary train was terrible, and yet so stoutly built were the coaches that only three—two of the first train and one of the second—were seriously damaged. These three, however, were virtually wrecked, and it was in these that the dead and injured were found.

BURNING COACHES.

The spectacle a moment after the collision was a fearful one. The first coach of the second train had mounted on top of the tender of its engine. The engine had forced itself into the frame of the last coach of the first train, and this coach had in its turn been partially telescoped into the coach in front of it. The remainder of the coaches of the two trains, with the first engine, were practically undamaged. The second engine, too, sustained no vital damage, and it was eventually found possible to drive it away on its own wheels, but it was so situated, partially enclosed by two coaches, immediately after the accident that it was next to impossible to put its fire out. Then, when the uninjured passengers were recovering from the shock of the collision and beginning the work of rescue, flames were seen to shoot up from the wreckage. Some of the awful scenes that were witnessed in the burning coaches must be left to the reader's imagination. It is not known, it probably never will be known, whether any person was actually burnt to death. It is possible that the dead, who now lie charred beyond recognition in an improvised mortuary at Kirkby Stephen, had been killed outright by the violence of the collision. The rescue parties, however, tell terrible stories of frantic efforts and heroic endeavour to cheat the flames.

LACK OF WATER.

When the Christmas Eve tragedy occurred it was the fire that made the most horrid chapter in the ghastly tale. Then the train was burnt from end to end, and I saw the coaches smouldering on the permanent way many hours after the accident had occurred. There was scarcely any water to be found then, and there was the same difficulty now. It was pitch dark on a lonely moorland, and there was nobody to guide them even to Hawes Junction. By and by a shepherd or two and a farmer, awakened by the blaze in the sky, which soon lit up the weird shapes of the mountains and made even some Ledges visible as by moonlight, ran to Aisgill Bridge and lent what help they could. But the passengers and the train officials—none of whom seems to have been killed, though the driver of the second train was badly injured—were for the first critical half-hour thrown upon their own resources. It was quickly seen that the fire could not be subdued. Fire-extinguishers were brought from the engine by a lady passenger, Miss Clark, who pluckily climbed on the footplate to fetch them. She succeeded in securing four, but three, according to her account, were useless, and the one that did work made no difference to the spread of the flames.

WANT OF APPLIANCES.

Five men soon came up on a light engine, but they too were powerless to stop the flames. The three wrecked coaches were ablaze, but the rest of the trains could be saved. The engine of the first train having drawn all but its last two coaches some distance on to safety, it was reversed and sent to the rear of the second train. There it drew away all but the first coach. Great difficulty was found in succouring the injured because of a want of rescue tools and implements. There was nothing handy with which to smash the woodwork that cruelly pinned down the injured passengers until, after a time, one of the rescuers, Captain Hill, found an axe, which proved invaluable. It was used so skilfully upon the first coach of the second train that the fire was confined to the front part, which was almost severed from the back, in which passengers had been travelling. In the end the fire practically consumed the other two coaches and the best part of the third. Doctors were telegraphed for, but the nearest medical man to this wild moor lives miles away. They came in time from Hawes and Kirkby Stephen, but the worst had passed by that time, and some of the injured were already on their way to distant hospitals, for there are no infirmaries or nursing homes near Aisgill. It is the recital of those things that brings the horrors of this catastrophe so strongly home to one. The precise time at which the accident occurred is stated to have been 2.45, and the next two hours were crowded with frightful sufferings and with noble deeds. There were no doctors or hospitals, so the women among the uninjured passengers bandaged, nursed, and tended the poor people whom the men brought from the imprisoning wreckage.

Some extraordinary stories are told of the rescue work. Perhaps the most pathetic incident of all was the rescue of a mother with only one left out of four children who had travelled from Scotland with her. The rescued child was a 12 months old baby. It was not much injured, and was handed to a lady passenger to nurse. Then the rescue party found the mother pinioned by the wreckage, and the combined strength of eight people was needed to pull her out. She was very seriously hurt, and as she was laid on a pillow in the little cutting she wept bitterly. Her tears were not, however, for her own sufferings, but for her three children, who, she cried out again and again, were still under the wreckage. They, poor bairns, were not seen alive again.

Mr. Ivan Thomas, of Cardiff, who worked manfully with the rescuers, says that he saw at least three people under the burning coaches whom they failed to get out. They had to leave one poor fellow several times in order to stagger up the bank away from the smoke and flames and get fresh air. They finally succeeded in getting him out, badly injured, but still alive. Mr. Thomas, who was travelling in the same compartment with Miss Nan Clark, of Upper Norwood, fortunately saw the express approaching in time to jump out with his fellow-passenger. They scrambled up the bank of the cutting, which is about 100ft. high. For a moment or two they expected the train to rock over on to them. It was swaying from side to side; and finally gave one great shudder and came to rest. Then the two, joined by others, set to work to help their less fortunate fellow-passengers. Some of the windows in the wrecked coaches were actually not broken. Nobody knew how to break them until Mr. Thomas thought of his golf clubs and started rescue work with them.

A BOY'S BRAVERY.

Miss Clark makes it clear that the fire originated with the engine. The line was littered with burning red-hot coal, and the flames were first seen in the wreckage right under the engine. The first man rescued was a man in mechanic's overalls, either the driver or the fireman of the second train. He was frightfully injured. I must give one fine incident in Miss Clark's own words:—

"The next they got out was a little boy of 14 years, but I want you to say he was one of the bravest boys imaginable. He was very much injured and had an arm or his collar-bone broken, but he just said, "Oh, I'm all right. Leave me alone and look after the others." He was splendid. He couldn't stir a limb, and yet he said, "I can stand all right just now. Help the others."

Miss Clark was not only brave, but she showed a woman's resource. Before any rescue had been made she collected as many towels as she could from the train to relieve the sufferings of the injured, and spread all the cushions and pillows she could find by the side of the line. One of those she had helped to rescue came to her later, grasped her hand, and said, "You are a plucky little girl. I only wish every man had been as brave as you were." Many of the passengers were asleep in the sleeping-cars at the time of the collision. One of these, Mr. H. Smallwood, says that he owes his life to Captain Hill, who smashed the woodwork and got him out of a carriage which was afterwards burnt to ashes. Captain Hill would not give me the name of his regiment. All he would say was by way of compliment to a brother officer in the 57th Sikhs, who rescued three passengers who would otherwise certainly have been burned to death. Finally, I must tell of a clergyman who knelt and prayed for one poor man who could not be released.

Some of the later narratives which have reached me unhappily suggest that one or more passengers may have been burnt alive. At one point the rescuers, according to Mr. F. Maxted, saw two hands waving frantically in the flames. The men rushed to get hold of them, but found that, owing to the heat and the passengers being heavily pinned down it was impossible to get him out. Every man turned away in silence, and some could not hold back their tears. When the inquest is opened at Kirkby Stephen the task of identification will be almost as difficult as it was at the grim function which I attended by candle-light in the snow-swept Moorcock Inn nearly three years ago. This time, however, the inquest will not be held in Yorkshire, but in Westmorland, for the accident occurred just inside the border of the later county.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	I.H.P.	Commander.	Last report at
Alacrity	despach-vessel	1650	2	2000	Comdr. Archibald Cochrane	Weihaiwei
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. R. S. Prichard	Shanghai
Bitombart	river gunboat	710	2	900	Lieut.-Comdr. W. H. Darwall	Shanghai
Cadmus	sloop	1070	6	1400	Commr. H. P. E. T. Williams	Hongkong
Cherub	water tank and tug	390	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Shanghai
Fame	torpedo boat destroyer	360	6	5700	——	Hongkong
Flora	cruiser, 2nd cla	4360	10	7000	Capt. C. F. Corbett, M.V.O.	Shanghai
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. M. R. Hill	Weihaiwei
Kinsha	river gunboat	815	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	sloop	1040	—	—	Capt. F. C. C. Pasco	Labuan
Minotaur *	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. H. F. Bartelot	Weihaiwei
Moorhen	river gunboat	180	2	800	Lt.-Com. Alan Dixon	Canton
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	river gunboat	85	2	240	Lieut.-Com. Malcolm Murray	Yangtze Kiang
Otter	torpedo boat destroyer	350	6	6300	Lt.-Comdr. R. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Weihaiwei
Rosario	depot ship, submarines	980	—	1400	Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Com. L. A. S. Hutton	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze Kiang
Taku	torpedo boat destroyer	350	6	6500	Gunner W. H. Ryder	Hongkong
Tamar	receiving ship	4650	—	—	Commodore R. H. Anstruther, C.M.G.	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze Kiang
Thistle	river gunboat	710	2	900	Lt.-Com. H. R. N. Cottrell-Dormer	Hongkong
Usk	torpedo-boat destroyer	590	—	7500	Lt.-Comdr. Maxwell	Weihaiwei
Virago	torpedo boat destroyer	355	6	6300	Lieut.-Com. Boddam-Whetham	Weihaiwei
Welland	torpedo-boat destroyer	590	—	7500	Comdr. Seymour	Weihaiwei
Whiting	torpedo boat destroyer	360	6	5900	Lt.-Comdr. R. Neville	Weihaiwei
Widgeon	river gunboat	195	2	800	Lt.-Com. J. C. F. Borrett	Upper Yangtze Kiang
Woodcock	river gunboat	150	2	500	Lt.-Com. M. Blackwood	Yangtze Kiang
Woodlark	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze Kiang
C.36	submarine	—	—	—	Lt. Comdr. F. J. McGillewie	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. Gaines	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. R. K. C. Pope	Hongkong
.035	torpedo boat	—	—	—	Lt. Comdr. Handley	West River
.036	torpedo boat	—	—	—	Lt. Comdr. Stileman	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
.058	torpedo boat	—	—	—	Lt. Comdr. H. W. Seymour	West River

* Flagship of Vice-Admiral T. H. M. Jerram, C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	400			Capt. H. Nauta	Shanghai
Dupleix †	French armoured cruiser	10,014	30	20,000	Capt. Davelny	Hongkong
Kleber	French armoured cruiser	9700	12	19,600	Capt. Goutz	Hongkong
Decidée	French gunboat	345	10	1000	Lieut. Vandier	Saigon
Argus	French river gunboat	180	6	570	Lieut. Dordet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jervillier	Canton
Peiho	French gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutemps	Tchong-King

† Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.

Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protée	French sub-marine	—	—	—	——	Saigon
* Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	350	7	303	Lieut. Aurillac	Saigon
Iberville	French destroyer	—	—	—	Capt. de Frigate Rouisen	Hongkong
Pistolet	French destroyer	130	7	300	Comdr. de Marquessac	Saigon
Mousquet	French destroyer	307	6	300	——	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon

* Flagship of Capt. (Commodore) Boucicaut, Commanding the local defence Indo China

Emden	German cruiser	3600	22	13,500	Capt. v. Restorff	Swatow
Gneisenau	German armoured cruiser	11,600	36	26,000	Captain Bruninghaus	Tsingtau
Iltis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tsingtau
Leipzig	German cruiser	3250	24	11,000	Capt Behncke	Tsingtau
Luchs	German gunboat	900	10	1350	Comdr. Bendemann	Tsingtau
Nürnburg	German cruiser	3400	22	13,200	Capt. Mörsberger	Hongkong
Otter	German river gunboat	—	—	—	Capt. Lieut. Firle	Yangtze Kiang
Scharnhorst	German flagship	11,600	36	26,000	Capt. Rösing	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrenberg	Tsingtau
Taku	German torpedo-boat	280	4	6000	Oblt. z. S. Claassen	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tsingtau
Tsingtau	German river gunboat	223	4	1300	Capt. Lt. Frhr. Speth v. Schulzburg	Canton
Vaterland	Iarman river gunboat	223	4	500	Oblt. z. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Picenardi	Shanghai
Adamastor	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

A 2	U. S. submarine				Ensign J. McC. Murray	Cavite
A-4	"				Lieut. E. D. McWhorter	Cavite
A-6	"				Ensign J. C. Van de Carr	Cavite
A-7	"				Ensign C. M. Yates	Cavite
Albany	U. S. protected cruiser	3430	10	7500	Com. M. L. Bristol	Cruising
Bainbridge	U.S. torpedo-boat destroyer	420	7	8000	Ensign H. A. Jones	Cavite
Barry	U.S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cavite
Callao	U. S. gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chauncey	U.S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3183	11	10,000	Comdr. S. S. Robinson	Cruising
Dale	U.S. torpedo-boat destroyer	420	7	8000	Lieut. C. A. Woodruff	Cavite
Decatur	U.S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cavite
El Cano	U. S. gunboat	620	4	600	Lt. Comdr. S. Gannon	Shanghai
Helena	U. S. gunboat	1392	8	1388	Comdr. G. R. Marvell	Shanghai
Mohican	U. S. station ship	1900	6	1100	Lieut. R. V. Lowe	Cavite
Monadnock	U. S. monitor	3990	6	3000	Lt. E. P. Svarz	Olongapo
Monterey	U. S. monitor	4084	4	6277	Commander J. V. Chase	Olongapo
Pampanga	U. S. gunboat	243	8	—	Lieut. B. B. Taylor	Cavite
Piscataqua	U. S. sea going tug	854	2	1600	Lieut. S. W. Wallace	Canton
Pompey	U. S. Repair ship	3085	—	—	Lieut. W. G. Wallace	Cavite
Quiros	U. S. gunboat	350	2	208	Lieut. J. J. Hunsigu	Shanghai
Rainbow	U. S. cruiser	4360	14	1300	Lt. Comdr. D. W. Wurtsbaugh	Swatow
Samar	U. S. gunboat	243	8	250	Lt. G. C. Dichman	Shanghai
* Saratoga	U. S. armored cruiser	8115	14	17,401	Comdr. H. A. Wiley	Swatow
Villalobos	U. S. gunboat	370	9	208	Lieut. R. Durr	Shanghai
Wilmington	U. S. gunboat	1397	8	1824	Comdr. J. F. Hubbard	Hongkong
Wompatuck	U. S. tug	462	—	650	Chief Boatsn. P. E. Radcliffe	Hongkong

* U.S.S. Saratoga Flagship of Rear-Admiral R. F. Nicholson, Commander-in-Chief, United States Asiatic Fleet, Hongkong.

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Very old liqueur Scotch Whisky.

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Pure Drugs, Patent Medicines, &c.

22A, QUEEN'S ROAD, HONGKONG.

Hongkong, July 30, 1913. 293

BIRTH.

BAPTISTA.—On Thursday the 25th inst., at 53 Elgin Terrace, to Mr. and Mrs. M. BAPTISTA, a son.

MEMO FOR TO-DAY.

5 p.m.—V.R.C. Aquatic Sports.

MEMO. FOR TO-MORROW.

2.30 p.m.—Auction of Furniture at No. 58 Nathan Road, Kowloon.

5 p.m.—V.R.C. Aquatic Sports.

General Memoranda.

SATURDAY, September 27:—

2.30 p.m.—Auction of Furniture at Harting, Austin Road, Kowloon.

MONDAY, September 29:—

2.45 p.m.—Auction of Furniture at No. 149 Magazine Gap by Messrs. Hughes and Hough.

2.30 p.m.—Auction of Leather goods at Mr. Geo. P. Lammert's Sales Rooms.

TUESDAY, September 30:—

5 p.m.—U. S. R. C. — Extraordinary General Meeting.

THURSDAY, October 2:—

11.30a.m.—Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd., Meeting of Shareholders.

3 p.m.—Auction of Leasehold Properties by Messrs. Hughes & Hough.

SATURDAY, October 4:—

Noon—Hongkong Hotel Co. — Extraordinary General Meeting.

The China Mail.

HONGKONG, THURSDAY, SEPT. 25, 1913.

FOOD AND COMPLEXION.

ONE discontented with Nature's gifts can scarcely make himself (or herself) blond or brunette at will simply by regulating his (or her) diet. Recent experiments show, however, that in the lower animals food may have an important influence in determining bodily colour. Sometimes this influence is temporary, and the colour fades when the food stops. In other case it is permanent. Tadpoles form the subject of the latest experiments, some of which have been carried out in this country, in the laboratories of the University of California. A writer in the "Revue Scientifique" (Paris,) tells us that Dr. Johnson, of that institution, has been trying to ascertain what are the factors that influence the production of pigment in the larvae of frogs and tree-toads. In the course of his interesting article he states that several years ago, Tornier (1907-08) found that the pigmentation of larvae is directly dependent on the quantity of nutriment. The larvae that receive but little nourishment, such as algae and bits of fish, were slightly or not at all coloured; by increasing the ration the tint of the skin could be modified, running from white to black, through yellow, red, and gray. Comparable effects have been obtained by suppressing part of the vitellus of the egg. Also, by lessening the nutriment, we may change, little by little, well nourished black larvae into brown, red, gray, and finally white ones. According to Tornier, not only does abundant nutriment produce a considerable development of pigment in the chromatophores, but also the granules of chromatophores behave like reserve substance in case of inanition.

"Nevertheless," he continues, "the experiments of Johnson on tadpoles do not seem to confirm the action of a direct connection between abundance of nutriment and pigmentation. This author shows that tadpoles, small, medium, or large, well nourished or starved, are all of the same colour. But although the quantity of nutriment seems to have no influence on the colour, it may be changed by varying the kind of food.

Long ago, Darwin and Wallace noticed the influence of divers food substances on pigmentation. Natives of the Amazon region feed the common parakeet with fat of the large silurians and the plumage then turns a magnificent red and yellow.

In the Malay archipelago the plumage of another parrakeet is similarly modified, changing it into so-called 'royal lory.' When they are fed with rice, which is their habitual food, their plumage retains its natural colour. The fact that canaries become red when fed on cayenne pepper is well known. Johnson's experiments show also that the colouration of tadpoles varies with their food. In all cases, tadpoles fed on yolk of egg were always less pigmented than others. In the organism of the tadpole the lecithin [a component of the yolk] acts to prevent the formation of pigment, which indicates that agents which inhibit or modify the formation of pigment may be introduced into the organism with food.

SOCIAL AND PERSONAL.

The King of Denmark will be forty-three to-morrow.

Captain C. W. Spriggs, R.E., Inspector of Works, Woolwich, has been appointed to Singapore.

Sir James and Lady Shaw have left London on a tour of the Far East. They will visit Japan first.

Lieut.-Colonel R. E. Stevenson, R.G.A., has been ordered from Sandown to command the R.G.A. at Ceylon.

Mr. A. B. Sorensen has succeeded Mr. J. P. Islef in charge of the local station of the Great Northern Telegraph Company.

A Chinese who was charged with being in possession of a revolver and ammunition by Sergeant Pincott to day, was remanded until to-morrow in police custody.

The "London Gazette" of 26th ult. announces the promotion of Lieutenant W. D. Lindsay, 24th Hazara Mountain Battery, R.A., and Lieutenant H. P. Garwood, Adjutant, R.A., to Captaincies.

Captain B. Trench, R.M.L.I., who it will be remembered was imprisoned in Germany on a charge of espionage, has been appointed to the light cruiser "Highflyer" about to be commissioned as a training ship for naval cadets.

The French Consul-General at Shanghai, M. Dejean de la Bâtie, who recently received the decoration of the Légion d'Honneur, has received a higher appointment in Europe, and M. Kahn, who has for some time been in charge of the French Consulate General, has now been definitely appointed to the post vacated by M. de la Bâtie.

Captain P. H. Mitchell Taylor, 32nd Lancers (Indian Army), who was A.D.C. and Private Secretary to Sir Frederick Lugard during his tenure of the Governorship of Hongkong, was to be married on the 30th ult. to Miss Gwendoline Dorothy Smyth, daughter of Colonel Hugo Scott Smyth, late York and Lancaster Regiment, and of Mrs. Smyth Bayford, Broadwater. Miss Smyth stayed at Hongkong about three years ago with the Hon. Mr. and Mrs. Pollock.

Ex-Viceroy Shum arrived in Ipoh yesterday by the express from Penang and immediately proceeded to Lahat with Mr. Foo Choo Choon, with whom he is about to make a short stay, stated the Malay Daily Chronicle of the 12th inst. He is highly pleased with the country but desires, during his sojourn, to live in retirement. He intends to abstain from all political matters, of whatever kind, and will probably not re-enter Chinese politics under any circumstances. In any case he does not propose to abuse the hospitality of this country and Government.

MR. BANDMANN'S LATEST PLANS.

Mr. Bandmann writes that amongst other attractions that the Bandmann Opera Company will be presenting this forthcoming season, will be several of the latest London Revues which will be produced on a scale that will compare very favourably with the original London productions. He says:—"Rag Time" is all the rage here in London at present. I am engaging special artistes who have made a success in this particular line here in London, including the stage manager from the London Pavilion, where "Step This Way" has created such an enormous impression. "Hullo Rag Time" at the Hippodrome has been drawing packed houses since last December and "I Should Not Worry" at the Palace has created a big sensation.

NEWS OF THE DAY.

One case of plague is notified to-day.

Major R. B. Airey, A.S.C., has been selected for service in North China.

A shopkeeper at 13 Wellington Street gave a foki $70 to pay a bill, and the man absconded with the money.

A Chinese who was assaulted by a street coolie has been sent to hospital. The assailant was arrested.

A Chinese was fined $10 or one month by Mr. Hazeland at the Magistracy to-day for being in unlawful possession of sugar at West Point.

A shopkeeper at 42 Upper Lascar Row gave a foki $400 to settle an account. The assistant appropriated the money to his own use and has not been seen since.

Donald Richards, a Eurasian rubber estate assistant at Kedah, has been sentenced to three months' imprisonment at the Kualim Court, for shooting an absconding coolie in the leg.

The death is announced of Show Cheng, a partner in the Chinese restaurant in Glasshouse Street, London. The restaurant is now to be completely refitted in Eastern style, and the Chinese staff will don their native costume.

Inspector Gerrard charged a Chinese before Mr. Hazeland at the Magistracy to-day with being in unlawful possession of three baskets, the property of the Mitsui Bussan Kaisha at Yaumati. A sentence of one month's imprisonment and four hours' stocks was passed.

Captain Sunjei Tanekawa, of the Imperial Japanese Army, has presented a silver cup to the 1st Battalion of the Hampshire Regiment, to which he was attached during part of the present training season at Aldershot. It was the wish of the donor that the cup should serve as a reward for some kind of sport or skill at arms, and the gift is to be a challenge trophy for bayonet fighting.

The R.G.A. Sergeants' Sports Club held a mixed Whist Drive at the Sergeants' Mess, Victoria Barracks, last night. The prizes were won by—Ladies, 1st, Mrs. Cleall; 2nd, Mrs. Lear; 3rd, Mrs. Clegg; Booby prize, Mrs. Rasmusson. Gents., 1st, Sergt. Wilson, R.A.; 2nd, Staff-Sergt. Down, A.P.C.; 3rd, Sergt. Hare, R.G.A.; Booby prize, Sergt. Cuthbert, R.G.A. The prizes for the recent tennis tournament were presented to Sergt.-Major Hurle and Sergt. Cambridge, winners of the doubles.

The Puisne judge was occupied during the greater part of the morning in the Summary Court hearing the claim for $16.51 brought by a firm of rice merchants in Wellington Street against a Fuk-li-chau firm. Mr. Mason of Mr. F. X. D'Almada e Castro's office appeared for plaintiff and asked for an adjournment. Mr. Ruse, who represented defendant opposed this, stating that the costs had already mounted up considerably. He informed his Lordship that the accounts had been added up wrongly. It was agreed that on a certain date a sum of $26 was outstanding and that a payment of $10 was made. He contended that this was in full settlement as the actual debit balance was not known. His Lordship heard the evidence and gave judgment for plaintiff for $2.26.

HOUSE COLLAPSE.

A Chinese woman aged 24 was killed yesterday by part of her house collapsing. She lived at 42 Sheung Wang Street, Tsam Tsui Po. The body was sent to the Kowloon mortuary by the police.

Another house collapsed yesterday at No. 19 Ngau Shi Wan owing to the recent heavy rains. In this instance no one was injured as the occupants were away from home.

THE B.I. COMPANY SHIPBUILDING.

During the last two or three years the British India Steam Navigation Company have added a number of vessels to their fleet, and the new vessels have been considerably larger than their predecessors. A representative of the "Times of Ceylon" called upon the Colombo agents for the line with the object of ascertaining whether there was any special reason for the big building programme and for the increase in the size of the new vessels, and was informed that the only object in view was to meet the requirements of the company's increasing trade. The ships already constructed were only the beginning of a big building programme, with details of which the agents were not in a position to provide us. Asked whether the boats which are building and which are to be built will trade through Colombo a representative of the agents explained that all boats built for the Eastern trade are sent to the head office in Calcutta, and from there are detailed for service as required.

RHEUMATISM.

HAVE you ever tried Chamberlain's Pain Balm for rheumatism? If not, you are wasting time, as the longer this disease runs on the harder it is to cure. Get a bottle to-day, apply it with a vigorous massage to the afflicted parts and you will be surprised and delighted at the relief obtained. For sale by all Chemists and Storekeepers.

LOCAL WEDDING.

DORRINGTON—TURNER.

The wedding took place yesterday at the Wesleyan Chapel, Wanchai, of Mr. Sidney Arthur Dorrington of the Taikoo Sugar Refinery Company, and Greenwich, London, to Miss Margaret Ethel Turner, of Wakefield, Yorkshire. The ceremony was performed by Rev. C. Bone, and Mr. C. M. Dorrington, of the Hongkong Police, a brother of the bridegroom, acted as best man. The honeymoon is being spent in Macao.

CHINESE NEWSPAPER MANAGER CHARGED.

Alleged Incitement to Crime.

At the Magistracy this afternoon before Mr. Wood, Chan Chung Shan, manager of the Chinese newspaper "Shat Po," appeared to answer charges of publishing in his newspaper certain matter calculated to excite tumult or disorder in China and excite persons to crime in China.

Mr. P. M. Hodgson, Crown Solicitor, prosecuted, and Mr. F. X. D'Almada defended.

In opening the case, Mr. Hodgson said the evidence he would call would prove that an article was printed in the "Shat Po" calculated to excite persons to commit crime in China.

Lo Kam Chak, an official translator, produced a copy of the paper containing the article, and a certified translation.

Mr. Hodgson read the translation of the article, which was a lengthy one. It gave among other things, "five reasons for the extermination of Yuan Shih Kai." The heading was "Five reasons for which the Army for the extermination of Yuan is sure to conquer." The article started "Now the brigand Yuan's numerous crimes have excited the hatred of the whole of our nation. Therefore a rising was first promoted in Kiang-si against him, and the Kiang-su, An-hui, Hu-nan, Kwong Tung, Sze-chuen and Fokien followed their example one after another. Thus the Army for the extermination of Yuan became very huge and an explanation was duly given by them of the reason for which the brigand was to be exterminated. They all longed to march to Chi-li, defeat all the troops in the north of the (yellow) river and throw him into prison in the same manner as Napoleon was isolated in a lonely island, or behead him in the same way as Louis was—executed on the platform. . . . Now we are apprehensive that unintelligent scholars and ignorant people, being bribed (by Yuan) with money or misled by idle rumours, may hesitate and sit on the fence, and may even become as faithful to the brigand as dogs to their masters and prove themselves the bane of the Republic, neglecting the right course and taking up the wrong one instead. However, by justice and by rights our Army is sure to win, and even when power is taken into consideration, we can prophesy that the brigand Yuan will certainly be defeated, but will never prove victorious. In fact death is awaiting him. Now just let us give you a brief account of the reasons for which our victory and Yuan's defeat may be certain." The article proceeded in the same strain throughout.

Mr. Hodgson characterised it as a most scurrilous article, especially as it was written at the time when certain things were happening in China.

Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs, was then called, and said that he had read a translation of the article. His opinion, knowing the situation in China, was that it was matter calculated to excite tumult or disorder in China, and to excite persons to commit crime. He regarded it as likely to be more serious coming at the time it did.

A District Watchman deposed to going to the office of the "Shat Po" on August 16th. He was there given a newspaper cutting from the "Shat Po" of July 31. He showed it to the defendant, and asked him who he was. Defendant gave his name, and he afterwards wrote it down on the back of the cutting. The defendant was stated to be editor of the paper.

The defendant was committed for trial at the Criminal Sessions, bail being fixed at $5,000.

JAPANESE PRINTS IN EUROPE.

An event of great interest, perhaps of great importance, is related in the Elsassische Textilblatt. It appears that two years ago the printing house of Charles Steiner, in Rappoltsweiler, made a show (advertising) flag for the Paris warehouse known as the Galeries Lafayette. Thereafter this house asked the printers to produce the flag on a small scale—about the size of an envelope—15 by 11 centimetres. Although it had to serve simply as an advertisement, the buyer insisted on a satisfactorily effective production. It was for distribution amongst children; but the buyer would not pay the required price, and the printer declined the order. The Galeries Lafayette applied to a Japanese house, which accepted the order at the buyer's price. Whether it got back the cost of the goods is still to be learned. The interest in the event, says a Berlin paper, lies in the delivery being the first appearance of Japanese prints as competitors on the European market—particularly against Alsace, the land of prints. The journal observes that, should it turn out that the Japanese, with their cheap labour, can invade the European markets with their prints, the effect is going to be a very unpleasant one for the print works on this side.

SPORTING.

HONGKONG FOOTBALL LEAGUE.

ANNUAL MEETING.

The fifth annual meeting of the Hongkong Association Football League was held yesterday evening at the offices of Messrs. Shewan Tomes and Co., when Mr. R. F. Long, occupied the chair, in the absence of Mr. R. Hancock, President.

Mr. A. S. Ellis, Hon. Secretary and Treasurer presented the annual report, which was as follows:—

The balance at working account now shows a credit of $9.94, after allowing for the cost of medals, advertising, printing, referees fees, &c. It will be noticed that the sum of $16 referees fees, due by the Departmentals, for Season 1911-12 has been written off. During the season, the matches in connection with the First and Second Division League, were carried off with success, the First Division being won by the R.G.A. Regimental team, and the Second Division being won by the 38th Company R.G.A.

The report was adopted on the motion of the Chairman.

On the proposition of Sergt. Wilson, seconded by Mr. A. R. Ellis, Mr. R. Hancock was re-elected President for the ensuing year.

Ship's Corpl. Menadue proposed that Mr. F. W. Eager be elected as vice-President.

Bombr. Woods seconded, and the motion was carried.

The Chairman proposed the re election of Mr. Ellis as Hon. Secy. and Treasurer. The proposition was seconded by Sergt. Cambridge, and carried.

Sergt. Wilson made a proposition that a committee of five be formed to manage the "League—both first and second divisions. The proposition was accepted, the following being elected to serve on the committee—Mr. R. F. Long, Sergt. Wilson, Mr. Spillett, Chief Writer Smith, and Corpl. Coxon, R. E.

Entries for the League will close on October 10th except for naval teams, for whom the time was extended to November 1st. It was decided to start the season on November 1st.

American Lawn Tennis Championship.

NEWPORT R.I., Aug. 25.

In the semi-finals for the American lawn tennis championship here to-day Maurice McLoughlin, the holder of the championship, defeated W. F. Johnson, of Philadelphia, 6—0, 7—5, 6—1. McLoughlin will now meet Morris Williams, of Philadelphia, in the final match.

NEWSPAPER ARTICLES AND COCAINE CASES.

HONGKONG JOURNAL'S ACTION COMPLAINED OF.

Mr. P. W. Goldring, of Messrs. Goldring and Russ, who represented the defendant in a certain cocaine prosecution under the revenue ordinances, again mentioned to the magistrate certain articles which appeared in the "Hongkong Telegraph," and asked for an expression of opinion from the Bench as to whether or not they amounted to contempt of Court.

Addressing Mr. Hazeland, senior police magistrate, Mr. Goldring said that he called Mr. Orme's attention, before he left for home, to certain articles which appeared in the press, and Mr. Orme said he would mention the matter to him (Mr. Hazeland), and obtain his opinion as to whether the article on morphine which appeared in the "Hongkong Telegraph" the day before the hearing of the charge against Mr. Duncan. He also mentioned the very stringent, and he might say malicious articles which appeared in the same paper on the day of Mr. Duncan's conviction, which formed a very improper form of commenting on a case sub judice. It was well-known to the press that two cases were pending.

His Worship pointed out that the cases had to do with morphine, while the articles dealt with cocaine.

Mr. Goldring said it amounted to the same thing; the articles covered both cocaine and morphine. The two cases were pending when they were written and it was then alleged that one involved the other. His feeling was that they were guilty in commenting in the way they did, knowing that Mr. Duncan's case and another were pending. He was asking for an expression of opinion from the senior magistrate of the colony as to whether or not it was proper. He was not doing this upon his own responsibility. Many people had called his attention to the matter. The further articles, which he would supply his worship with, appeared immediately after Mr Duncan's conviction, when it was known that he had applied for a case to be stated. In a Colony like this some restraint should be put on the Press. The only alternative he had was to apply to the Chief Justice for a committal for contempt of court which was a costly and lengthy procedure, and, he thought, had not been done since the days of Mr. Fraser Smith, who was also connected with the "Hongkong Telegraph." The first article complained of was grossly inaccurate in most of its details and was followed by one immediately after the conviction, when the news paper knew that an appeal was pending, by even more intemperate articles. He mentioned the matter, not because of any feeling on the part of his client or himself, but because people had represented to him that it was grossly unfair that articles of that kind should appear.

Mr. Hazeland said Mr. Orme mentioned the matter to him in a general sort of way and he (Mr. Hazeland) said that he did not see their connection with the case.

Mr. Goldring promised to furnish his Worship with copies of the articles complained of.

CHINESE STEAMER PIRATED.

ROBBERS' LARGE HAUL.

The s.s. Lisonne, which is on the the Hongkong-Wuchow run, and which left Hongkong at 7 o'clock last night, returned to port this morning and reported having been pirated during the voyage. The vessel is Chinese owned, and sails under the Chinese flag. It had a full complement of passengers and cargo. When off Ki O, in Chinese territory, the ship was rushed by seven or eight pirates, who had shipped as passengers, and who were armed with knives and revolvers. It was about 10.30 when the robbers took charge of the vessel, and they remained in possession of the ship until about 1 a.m. During this time the captain and coxswain—both Chinese—were threatened and a guard of pirates was placed over them. The passengers were put in a state of terror and were locked up below while the ship was plundered. Goods and money were stolen from all the passengers, as well as a part of the cargo, comprising two chests of opium and nine chests of general goods. About $1,000 in money was also taken. After getting all their booty together the pirates commandeered two of the ship's boats, in which they rowed away with the stolen property towards Sam Pan Chan—or Lung Yun, as the Chinese call it—which is situated at the entrance to Wang Mun. Before leaving the ship the robbers put out all the lights. It would appear that the pirates secreted their weapons on the ship in the early part of the day, as the passengers were all searched by the police prior to the ship sailing from Hongkong. A number of the passengers received wounds from knives and revolver shots, but no one was killed. Fortunately there were no Europeans on board the vessel. From the details to hand it would appear that the methods employed by the pirates in their work were very similar to those used in the recent piracy of the steamer Tai On. The Hongkong police were informed of the affair as soon as the vessel returned to port, but it is doubtful if the men will be captured, as they landed in Chinese territory, and probably got clear away.

ANOTHER COCAINE PROSECUTION.

COOLIE PAYS MAXIMUM PENALTY.

Chau Tsun Mow, described as a coolie, paid the maximum penalty of $2,000 in Mr. Hazeland's court this afternoon after pleading guilty, through his solicitor, to a charge of being in unlawful possession of 111 lbs. of morphine at Kowloon on September 4.

Mr. P. W. Goldring represented the prisoner and at the outset said he was prepared to plead guilty if his Worship would hear him on the degree of guilt. This was the only plea open to him in view of recent decisions at the Magistracy under the new Ordinance, which held clearly that a person in custody or in possession of morphine was liable. In answer to the Magistrate, Mr. Goldring said the ground upon which he asked for a reduction of the maximum penalty in this case was that the defendant was simply asked by a friend, one Leung Yau Ting, to fetch the goods. He was given a delivery order, went to the godowns for the goods and was arrested with the cases in his possession. His various friends had provided his bail, $2,000.

As Mr. R. O. Hutchison pressed for the full penalty, after consultation with the Magistrate, Mr. Goldring withdrew his plea of guilty, but during the hearing of the evidence of the first witness of the prosecution said he would submit to the maximum penalty, or any lesser one that his Worship thought fit to impose. His interpreter, who had all the instructions, agreed that this was the better course; there were so many wheels within wheels that it was impossible to find out who was the guilty part. He was not inclined to think his client had guilty knowledge.

His Worship imposed the maximum penalty, which defendant paid by handing over his $2,000 bail money.

Mr. Hutchison asked that half the fine be handed to the informer and mentioned that half would go to the Opium Farmer.

Mr. Goldring commented that it seemed absolutely iniquitous that the Farmer should get anything out of the case. He supposed the law would be altered sooner or later. Mr. Goldring also mentioned that if the whole of the evidence had been taken the case would have lasted a week.

HANDCUFFS FOR BRIDAL COUPLE.

A bridal pair in Pittsburg the other day had an even worse time than so many wedding couples get. During the jubilations after the wedding ceremony some misguided jokers seized the newly married man and wife and handcuffed them together with no fewer than three pairs of the "bracelets." When supper time came it was only with difficulty that the unfortunate people were able to get any food, and it was then discovered that the guest who had locked the handcuffs had departed and could not be found.

When an effort was made to release the unwilling prisoners the handcuffs could consequently not be removed. Accompanied by some of the guests the pair went in search of a blacksmith, but failed to find one, and eventually the wedding guests were forced to work till a late hour sawing the steel bands.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH OFFICER WOUNDED AT KUTOL.

LONDON, Sept. 25.

A telegram from Nairobi states that Lieutenant Jones, of the King's African Rifles, following Captain Aylmer, has been wounded at Kutol, Lake Rudolf, presumably by Abyssinian ivory hunters. Troops were already en route before the news was received.

[Note:—The following telegram was sent by Reuter on June 6th:—The "African World's" Nairobi correspondent states that Captain Aylmer, of the King's Royal Rifles, and an Abyssinian Frontier Inspecter, have been shot dead by an Abyssinian elephant poacher on the northern frontier.—ED. C.M.]

ANOTHER OUTBREAK IN THE BALKANS.

SERVIA'S WARLIKE PREPARATIONS.

LONDON, Sept. 25.

A telegram from Belgrade states that two regiments of reservists have been called out, and the railway is wholly reserved for military traffic.

BULGARIAN FRONTIER POSTS ATTACKED.

A Sofia message states that the Servian troops and the Turkish Bashi Bazouks are attacking the Bulgarian frontier posts at the Strumnitza district.

SERVIA AND MONTENEGRO ACTING JOINTLY.

From Cettinje it is learned that Servia and Montenegro are acting jointly in warding off Albanian incursions. Montenegro has sent sixty men of each battalion to Diakova.

THE DUBLIN STRIKE.

SENSIBLE "SYMPATHY."

LONDON, Sept. 25.

The Trades Union Congress has decided to send a shipload of provisions to Dublin at a cost of £5,000 to aid the strikers.

MEDIATION IN VIEW.

Sir G. R. Askwith has been asked to visit Dublin to mediate in the labour dispute.

JAPANESE OFFICIAL APPOINTMENT.

LONDON, Sept. 25.

Mr. Koike has left for Tokyo, via Siberia, to succeed Mr. Abe, the late Secretary to the Political Bureau, who was assassinated recently. Mr. Koike is due on October 11, and will enter upon his duties on the day of his arrival.

The staff of the Japanese Embassy and a large and representative gathering of Japanese bade him farewell at the station.

OBITUARY.

A NOTED NATIONALIST.

LONDON, Sept. 25.

The death is announced at New York of Mr. Patrick Ford, the noted Nationalist.

TWO ROYAL BETROTHALS.

BUKHAREST, Sept. 24.

The betrothals are announced of Prince Charles of Roumania and the Grand Duchess Olga of Russia; and of Princess Elisabeth of Roumania and the Crown Prince George of Greece.

NO GOLF AT THE OLYMPIC GAMES.

LONDON, Sept.

The Royal and Ancient Golf Club of St. Andrews has disapproved of the inclusion of golf among the Olympic games.

INSURING A PROBABLE DERBY WINNER.

LONDON, Sept. 24.

The phenomenal colt, The Tetrarch, is insured at Lloyd's Agency against inability to run in the 1914 Derby, at a rate of 25 per cent.

EMINENT ENGINEER SAILING FOR AUSTRALIA.

LONDON, Sept. 24.

Sir Maurice Fitzmaurice, the eminent engineer, is sailing for Australia to investigate on behalf of the Commonwealth the question of naval docks and bases from an engineering standpoint.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

ULSTER AND HOME RULE.

PROVISIONAL GOVERNMENT TO BE FORMED.

LONDON, Sept. 24.

Unionist papers are devoting much space to the proceedings in Ulster.

Sir Edward Carson and General Richardson met the Unionist members of the House of Commons at Craig's House, Belfast, yesterday evening to discuss the establishment of a provisional government which it is expected will be announced at a meeting of five hundred delegates of the Ulster Unionist Council to-day.

On Saturday Sir Edward Carson inspects fourteen Belfast regiments, each 800 strong, with complete commissariat, signalling and ambulance units.

General Richardson will be Officer Commanding, and will be accompanied by his staff.

A feature of the display will be the unfurling of the largest Union Jack in the world, and instead of a general salute there will be three cheers for the Union.

THE "PROVISIONAL GOVERNMENT" IN SESSION.

LATER.

Five hundred Ulster delegates met in Ulster Hall, Belfast. Sir E. Carson and Lord Londonderry drove up attended by a bodyguard of motor cyclists.

The Duke of Abercorn, Captain Craig and many peers were present.

The Conference finally approved of the articles of the Provisional Government. Financial, Legal, Education, Customs, Excise, Post Office and Volunteer Force Committees were appointed.

The Standing Committee of the Ulster Unionist Council was appointed the Executive, with Sir E. Carson, chairman, and Mr. Campbell, Attorney-General for Ireland as Assessor.

Details would be published on the day Home Rule becomes law.

The largest Union Jack in the world was spread on the platform.

Lord Londonderry opened the proceedings, which were conducted with closed doors, an official statement being supplied afterwards.

MORE "CARSONISM."

LATER.

Sir E. Carson, addressing the Conference, said they must recognise that two hostile parties were face to face. If Home Rule were not carried there would be trouble in the south; if carried, trouble in the north. Great Britain must be the accepted arbiter between the parties. All the artifices of politicians and the subtleties of Radical Pressmen would never convert what was essentially loyalty into treason. If there was disgrace in the fight before them it was not a disgrace to Ulster but to the men who for their own base purposes had driven them to their present position. They had no right to take that step to-day, with its possible consequences, if they had exhausted every means to bring the Government to a real sense of the problem and its dangers.

THE BRITISH NAVY AND THE MEDITERRANEAN.

LONDON, Sept. 25.

The concentration of the Navy, as mentioned in yesterday's telegraphic news, will constitute the most imposing demonstration of naval power that Great Britain has ever made in the Mediterranean.

(Wah Tee Yat Po's Service.)

CHINA'S DEMANDS OF JAPAN.

A RETORT TO NIPPON.

PEKING, Sept. 25.

In making her demands for compensation for the murder of Chinese policemen at Chanli by Japanese subjects, China has framed them upon exactly the same lines as those made by Japan in regard to the Nanking affair. The Chinese Foreign Department demands an apology from Japanese military officers of high rank to the Police Department, the punishment of the offenders, and compensation for the deceaseds' relatives.

In making his ceremonious apology Chan Hsun was attended by four officers and a bodyguard of twenty soldiers, and not by an army, as previously reported.

CHRONIC DIARRHOEA.

ARE you subject to attacks of diarrhoea? Keep absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic, Cholera and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by all Chemists and Storekeepers.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

BRITISH POSTAL EMPLOYEES AND THE GOVERNMENT.

REPLY TO THE RECENT STATEMENT.

LONDON, Sept. 24.

The Postal employees manifesto, issued in reply to the statement made by the Post Office on the 22nd instant, denies that the recommendations of the Committee will involve an expense of one million pounds yearly, and declares that more than a decade will elapse before such an increase will be incurred. The manifesto goes on to say that it is mean and unture to suggest that the recommendation will cause additional taxation, and exhorts the public to remember that the present discontent is not the work of the leaders, who counselled moderation but were overruled by an overwhelming vote of the members of the Parliamentary Committee.

At a conference of telegraph and postal clerks held at Liverpool it was resolved to instruct the Executive to immediately agitate for an all-round increase of wages commensurate with the increased cost of living, and failing a satisfactory reply within six weeks, the conference will be again convoked to consider further action.

LIBERAL PRESS COMMENT.

The Liberal papers describe the proceedings as Sir Edward Carson's last desperate effort to smash the Home Rule Bill, and declare that the manufacturers of Belfast are alarmed at his reckless speeches, fearing that the labour troubles prevailing in Dublin may be echoed at Belfast, where the situation would be most serious with the populace armed with rifles and revolvers.

Mr. F. E. Smith has returned from Ulster to take up his duties on General French's staff at the manoeuvres as a lieutenant of Yeomanry.

THE LIBERAL PARTY'S ATTITUDE.

LATER.

The "Westminster Gazette" in a long statement, referring to articles in yesterday's "Evening Standard" and "Pall Mall Gazette," says that it may of course be taken for granted that the political situation has been discussed by the public men who met at Balmoral and elsewhere, but there has been no meeting of the Cabinet and there is no necessity for any new decision of the Government, for Ministers are of the opinion that the door has always been, and is still open for the fullest deliberation on every aspect of Home Rule. The "Westminster Gazette" emphasises the cordial relations existing between the Nationalists and Liberals, and says that the latter will not countenance any action which will betray the cause of the Irish party. It concludes that if Unionists desire peace, they should find some method of dealing with the Ulster situation which would prevent its blocking policy of conciliation.

CHINESE AVIATOR.

Student Who Has Invented His Own Aeroplane.

There is in London just now, says the "Daily News" to hand, a young engineering student from China who has in two short years not only mastered the art of flight, but has invented a new type of biplane for use in his native country.

Mr. T. K. Wong, who obtained his pilot's certificate at Brooklands two weeks ago, and is about to return to Peking, explained to a "Daily News" representative some of the details of the "dragon fly," as he has named his new machine. It is a tractor biplane, in which the principles established by the research work of the National Physical Laboratory have been embodied. The planes slope slightly backwards, an improvement which Mr. Wong says gives increased power of control. The machine, owing to the absence of skilled workers in aviation construction in China, has been made as simple as possible, and for the same reason, an English engine, the Isaacson, has been adopted, the French makes being considered too delicate for use in China.

Mr. Wong, who is a Chinese Government student at London University, has previously studied in Australia, Africa, and Ceylon. He has flown during the past year at Shoreham and Brooklands on a Bleriot monoplane as well as on three or four makes of biplanes.

"My present machine has no bamboo work in it," he said, "but in China it will be largely used. You see, in England there are probably less than a dozen men who know how to work with bamboo, which is Nature's own tubing. In China, on the other hand, there are countless skilled artificers in bamboo work, and gliders on bamboo frames were made there many centuries ago."

ALEXANDER WILSON.

6TH JULY, 1766—23RD AUGUST, 1813.

(From Our Scottish Correspondent).

EDINBURGH, August 26.

This week was celebrated the centenary of the death of Alexander Wilson, the Paisley weaver poet and American ornithologist. Wilson, (writes "M" in an article in the Glasgow Herald) was destined for the kirk by his parents, who came of Covenanting stock. As he himself wrote later in typical verse:—

His parents saw with partial fond delight
Unfolding genius crown their fostering care,
And talked with tears of that enrapturing sight,
When clad in sable gown, with solemn air,
The walls of God's own house should echo back his prayer.

The boy was sent to the Grammar School of his native town. Unfortunately his mother died while he was in his tenth year, and his father, having soon contracted a second marriage with a widow who had a family of her own, was unable to continue his son's education. At the age of thirteen, therefore, Alexander was apprenticed as a weaver, and completed his term of service in 1782—an event which he celebrated in his first recorded verses:—

Be't kent to a' the warld in rhyme,
That wi' right meik'e wark an' toil,
For three lang years I've ser't my time,
Whiles feasted wi' the hazel oil.

For the next three years Wilson continued at the loom, sometimes at Paisley, sometimes at Lochwinnoch, and latterly at Queensferry. The sedentary life of a weaver was uncongenial, and in 1786 he began those wanderings in the open air which were only to end with his life. As a pedlar he traversed Fife and the Lothians. In 1789 he set out on his rounds with the special purpose of securing subscribers for a volume of poems which duly appeared in the following year. But the poetical pedlar, as his interesting "Journal" records, met with little success, and he had to settle down once more to the loom at Lochwinnoch. In 1791 an opportunity occurred for another visit to the capital. At that time there existed in Edinburgh a debating society called the Forum, or the Pantheon. Weekly debates were conducted, and it was announced that on April 14, 1791, the question to be discussed would be, "Whether have the exertions of Allan Ramsay or Robert Fergusson done more to honour Scottish poetry?" Hearing of the proposed debate, Wilson purchased Fergusson's works, lived on a shilling a week in order to save enough money for his expenses, and in a poem entitled "The Laurel Disputed" maintained the claims of Fergusson. Though he was unsuccessful in winning the prize, he twice recited his own verses before the Pantheon Society, and his favourable reception probably induced him to bring out a second edition of his poems. This second venture proved as unsatisfactory as the first. Nor is the cause far to seek.

Though Wilson's somewhat numerous biographers profess to find great merit in his verses, the English poems are vitiated by the poetic diction of his favourite authors, Pope, Goldsmith, Young, and Blair, and even in his Scottish poems he hardly ever shows himself at home in the vernacular. Only in "Watty and Meg", written in 1792 and published anonymously, did Wilson write verse which secured for him at once contemporary popularity and a place among the minor poets of his time. The story is the old one of the taming of a shrew, adapted to the circumstances of a drunken weaver and his scolding wife. Watty tames his wife by the simple expedient of pretending to take the king's shilling. In her grief Meg promises to make all amends, and the poem ends with the joyful reconciliation of the couple. The poem had an instant success, 100,000 copies, it is said, being sold in a few weeks. Four chapbook versions in the British Museum testify to its popularity. Various localities claimed to be the home of the original Watty and Meg, but the question is supposed to have been settled by a certain Meg of the Seedhills of Paisley, who on reading the poem exclaimed:—"D'ye ken what lang Sandy Wilson the poet has done? He has poemed us." Nothing gave Wilson greater satisfaction than the fact that it was ascribed to Burns. The wife of Burns told Robert Chambers that when Burns heard a hawker cry "Watty and Meg, a new ballad by Robert Burns," he exclaimed, "I would make your pluck a bawbee if it were mine!"

The year 1792 saw other efforts of his muse. By this time the weaving community of the west was seething with discontent aroused by the new doctrines of the French Revolution as interpreted by Thomas Paine. To stem the rising tide of disloyalty the governing classes began to vote loyal addresses. Among others was that of the Synod of Glasgow and Ayr, and in an "Address" to that body Wilson gave expression to the feelings of his fellow democrats with a force and directness which make the poem a valuable historical document:—

The Rights of Man is now weel kenned,
And read by mony a hunder,
For Tommy Prine the buik has penned,
And lent the courts a lounder.
It's like a keeking-class to see
The craft of kirk and statesmen;
Add wi' a hauld and easy glee,
Guid faith the birky beats them
Aff hand this day.

None of the political societies of the period were so energetic as the Paisley Friends of the People, and Wilson seems to have been an active member. Unfortunately, in exposing what he took to be the grievances of his class, he brought himself within the pale of the law by coarse invectives on individuals, and he was sentenced on one occasion to burn the offending poem in front of the Sheriff Court-Room. As the trial of the Political Martyrs showed, Scotland was no safe place for an admirer of Tom Paine, and in 1794 Wilson sailed for America, then considered the land of ideal liberty by fervent democrats.

"While in New York," he writes, "I had the curiosity to call on the celebrated author of 'Rights of Man.' He lives at Greenwich, a short way from the city. In the only decent apartment of a small, indifferent looking frame house, I found this extraordinary man, sitting wrapt in a nightgown, the table before him covered with newspapers, with pen and ink beside him. Paine's face would have excellently suited the character of Bardolph, but the penetration of his eye bespoke the man of genius and intelligence and of the world. He complained to me of his inability to walk, an exercise he was formerly fond of."

It was in America that Wilson, in spite of innumerable hardships, won the fame that he so ardently desired. When he landed he had no letters of introduction, and nothing but a few borrowed shillings in his pocket. From Newcastle, where he first set foot in the New World, he tramped to Philadelphia. On the road he was especially attracted by the beauty of the plumage of the birds, and he records that a red-headed woodpecker was the first that fell to his gun. After trying various occupations, he settled down as a teacher in Pennsylvania. But the roving instinct was still strong, and on one occasion he tramped 800 miles to visit some relatives in New York State. About the beginning of 1802 he was appointed head of a school at Kingsess, near Philadelphia. There he made the acquaintance of William Bartram, whose father had been pronounced by Linnæus to be "the greatest self-taught botanist in the world." His son not only developed the botanical garden he had inherited but took a deep interest in every department of natural history. Another near neighbour was a Mr. Lawson, an engraver. In the congenial company of these friends Wilson's genius at last found its true bent. From Bartram he learnt to turn to account the knowledge of bird life he had acquired in his many wanderings, while Lawson taught him the art of drawing and engraving. Wilson soon became imbued with the idea of writing an ornithology of the United States, illustrated by his own drawings, and the project took definite shape when in 1806 he was appointed assistant editor of "Rees's Encyclopædia" at a liberal salary. His employers undertook to publish Wilson's work, and in 1808 the first volume of the "American Ornithology" appeared. For the next five years Wilson worked with unremitting toil to complete the remaining volumes. He died in 1813 of dysentery brought on by over-exertion. He had lived to complete seven volumes, and he had the satisfaction of being acknowledged during his own lifetime as one who had brought honour and fame to his country.

SHARE QUOTATIONS.

Mr. P. C. Potts, Victoria Building, received the following share quotations from London this morning.—

	£	s.	d.	
Shells ("Bearers")...	5	6	0	Middle.
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Indos (Combined) ...	6	0	0	,,
Electric Trams... ...		9	6	,,

PASSENGER'S RIGHT TO HIS SEAT.

PARIS, Aug. 26.

The local courts at Laon have just decided a case of considerable interest to railway travellers in France. They hold that a passenger who reserves a seat in the train by placing an object thereon acquires a legal right to it, and cannot be deprived of it although he may have temporarily quitted the compartment.

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CHAMBERLAIN'S Colic, Cholera and Diarrhoea Remedy followed by a dose of castor oil will effectually cure the most stubborn cases of dysentery. It is especially good for summer diarrhoea in children. For sale by all Chemists and Storekeepers.

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SHANGHAI	DELTA, Capt. W. R. Comare, R.N.R.	About 9th Oct.	Freight and Passage.
LONDON, via Usual Ports of Call	ASSAYE, Capt. G. J. Coldwell,	Noon, 27th Sept.	Freight and Passage.
LONDON & ANTWERP, via S'pore, P'ang, C'mbo, Port Said & Marseilles	NORE, Capt. D. Asbury,	About 1st Oct.	Freight and Passage.

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	KATORI MARU, Capt. Murai,	Tons 20,000	WEDNESDAY, 22nd Oct., at Daylight.
VICTORIA, B.C., & SEATTLE, Via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	YOKOHAMA MARU, Capt. S. Wada,	Tons 12,500	TUESDAY, 7th Oct. at Noon.
	SAUNKI MARU, Capt. Nomi,	Tons 12,500	TUESDAY, 21st Oct., at Noon.
KOBE & YOKOHAMA	AKI MARU, Capt. B. Kon,	Tons 12,500	THURSDAY, 9th Oct., at 11 a.m.
SYDNEY and MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	TANGO MARU, Capt. Tominaga,	Tons 12,500	WEDNESDAY, 22nd Oct. at Noon.
	NIKKO MARU, Capt. Takeda,	Tons 9,600	WEDNESDAY, 19th Nov. at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. Takeda,	Tons 9,600	WEDNESDAY, 22nd Oct., at 11 a.m.
BOMBAY, via SINGAPORE, and COLOMBO	RANGOON MARU, Capt. ——,	Tons 12,000	MONDAY, 29th September.
CALCUTTA via SINGAPORE, PENANG, & RANGOON	HAKATA MARU, Capt. ——,	Tons 12,500	SATURDAY, 4th October.
SHANGHAI, MOJI, and KOBE	KANAGAWA MARU, Capt. Machida,	Tons 12,500	MONDAY 29th September.

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MANCHURIA..... 27,000	"	"	TUESDAY, 21st Oct., at 1 p.m.
NILE 11,000	"	"	TUESDAY, 28th Oct., at 9.45 a.m.
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CHIYO MARU.....	W. W. Greene.....	FRIDAY, 17th OCT., at Noon.
NIPPON MARU	A. G. Stevens ..	WEDNESDAY, 5th NOV., at Noon.
TENYO MARU.....	R. Bent	TUESDAY, 11th NOV., at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 28th NOV., at Noon.

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PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
Buyo Maru .....10500.....		Saturday, 4th Oct., at Noon.
ANYO MARU	18500	WEDNESDAY, 3rd DEC., at Noon.
KIYO MARU.....	17,200.....	THURSDAY, 5th FEB., at Noon.

ALL STEAMERS are equipped with Japanese Government WIRELESS TELEGRAPH APPARATUS, TELEPHONE and POST OFFICES.

SPECIAL FARES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL & CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For full particulars as to Passage and Freight apply to

S. MORIMOTO, *Agent.*

70 KING'S BUILDING (Opposite Blake Pier).

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

Steamers	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
EASTERN.....	Sept. 20.	Oct. 10th, at 11 a.m.
ALDENHAM	Oct. 11.	Oct. 31st, at 11 a.m.
EMPIRE	Nov. 1.	Nov. 21st, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.
Agents.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGH-CLASS, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine

FOR SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

Steamships	Captain	Leaving.	
HAICHING.....	Capt. W. C. Passmore..	FRIDAY.	26th Sept, at 11 A.M.
HAIYANG	Capt. A. E. Hodgins ...	TUESDAY,	30th Sept. at 11 A.M.
HAITAN	Capt. J. S. Roach.....	FRIDAY,	3rd Oct, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

HAIMUN.....Capt. J. W. Evans	THURSDAY,	25th Sept., at 11 A.M.
	SUNDAY,	28th Sept., at 11 A.M.

Steamers will arrive at and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.
General Managers.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

For	Steamers	To Sail
TSINGTAU, WEIHAIWEI, CHEFOO & TIENTSIN.....	Huichow.....	Sept. 26, at Noon.
NINGPO, SHANGHAI & NEWCHWANG	Shaohaing.....	Sept. 27, Daylight.
SHANGHAI	Yingchow	Sept. 27, Midnight
HAIPHONG	Kaifong	Sept. 28, at 9 a.m.
CHINWANGTAO	Ichang.....	Sept. 29, at 4 p.m.
MANILA, CEBU & ILOILO	Taming	Sept. 30, at 4 p.m.
SHANGHAI.....	Anhui	Oct. 2, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER.—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI.'

☞ MANILA LINE. Twin Screw Steamers 'Chinhua,' 'Taming,' & 'Tean Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tean.'

☞ SHANGHAI LINE. The Twin Steamers 'Anhui,' 'Chenan,' 'Linan,' and the S.S. 'Luchow,' having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

REDUCED FARES: Single $45 Return $75.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail.
SHANGHAI, KOBE & MOJI...	NAMSANG.....	FRIDAY, Sept. 26, at Noon.
* MANILA	LOONGSANG	SATURDAY, Sept. 27, at 2 p.m.
†SINGAPORE, PENANG & CALCUTTA	FOOKSANG.....	TUESDAY, Sept. 30, at 2 p.m.
CHINWANTAO	HOPSANG.....	TUESDAY, Sept. 30, at Noon.
*MANILA	YUENSANG	SATURDAY, Oct. 4, at 2 p.m.
*SINGAPORE, PENANG & CALCUTTA	LAISANG.....	SATURDAY, Oct. 4, at 2 p.m.

RETURN TOURS TO JAPAN. (Occupying 24 days).

THE steamers *Kutsang, Namsang & Fooksang* leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the *Laisang, Kumsang, Loeat Yatshing* and *Suisang* leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

* Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei & Tsingtau.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

EASTWARD

The S.S. *FULTALA*, 4154 tons gross, Capt. Chidly, will be despatched for Yokohama, Kobe and Moji on the 4th October at 4 p.m., taking cargo and passengers at current rates.

For Freight & Passage, apply to

JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE.—HOMEWARDS.

For	Steamers.	Date of Departure.
LONDON & ANTWERP	'VESTALA'.....	20th October.
LONDON & ANTWERP.....	'DEN OF RUTHVEN'.....	10th Nov.
LONDON & ANTWERP.....	'DENBIGHSHIRE'	20th Nov.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ..... 'DEN OF AIRLIE' ..... 14th November.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ..... 'MONMOUTHSHIRE'..... 12th December.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 Sub Ex. No. 9.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN, 6013 tons, Capt. Seddon, will be despatched for KOBE and MOJI on 26th September.

WESTWARD

S.S. DILWARA, 5,378 tons, Capt. Ramage, will be despatched for SINGAPORE, PENANG & CALCUTTA on 26th September.

S.S. JELUNGA, 5,106 tons, Captain Sullivan, will be despatched as above on 15th October.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD.,
AGENTS.

SHIPPING

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship *ASSAYE*, Captain G. J. Coldwell, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 27th Sept., at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship *Mooltan* from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles & London; other cargo for London, etc., will be conveyed via Bombay in the *Persia* due in London on the 8th Nov., 1913.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, August 30, 1913.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

FOR JESSELTON, KUDAT & SANDAKAN.

Taking Cargo at Through Rates to TAWAO, LAHAD DATU, LABUAN, JOLO & MENADO.

THE Steamship BORNEO, Captain J. Koehler, (Loading on SATURDAY a.m.) will leave on SUNDAY, the 28th instant, at 9 a.m.

For Freight or Passage, apply to

NORDDEUTSCHER LLOYD, MELCHERS & CO.,
General Agents.

Hongkong, Sept. 22, 1913. 1140

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK VIA SUEZ CANAL.

(With Liberty to call at the Malabar Coast).

THE Steamship AFGHAN PRINCE, Captain Whilley, will be despatched above on MONDAY, 29th September.

For Freight and Passage, apply to

ARNHOLD, KARBERG & CO.,
General Agents.

Hongkong, Sept. 9, 1913. 1090

THE LONDON DIRECTORY,

(Published Annually)

ENABLES traders throughout the World to communicate direct with English MANUFACTURERS & DEALERS in each class of goods. Besides being a complete commercial guide to London and its suburbs, the directory contains lists of EXPORT MERCHANTS with the Goods they ship, and the Colonial and Foreign Markets they supply; STEAMSHIP LINES arranged under the Ports to which they sail and indicating the approximate Sailings; PROVINCIAL TRADE NOTICES of leading Manufacturers, Merchants, etc., in the principal provincial towns and industrial centres of the United Kingdom.

A copy of the current edition will be forwarded, freight paid, on receipt of Postal Order for 20s.

Dealers seeking Agencies can advertise their trade cards for £1, or larger advertisements from £3.

The London Director Co., Ltd.,
25, Abchurch Lane, London, E.C.

THE FIRST CHINESE NEWSPAPER ISSUED UNDER PURELY NATIVE DIRECTION.

The Chinese Mail

華字日報

The Leading Chinese Political and Commercial Journal.

Published Every Morning.

Contains the Most Reliable Telegraphic News from North China.

All the Latest Intelligence from various Ports in China and Japan.

$8.50 per Annum delivered in Hongkong $12.50 to all Coast Ports.

8, Wellington Street, Hongkong.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON, 1914.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES & LONDON,

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to Colombo	Leave Shanghai	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due at Marseilles	Due at Plymouth (London 1 day later)
p.m. Thurs.		10 p.m. Tues.	1 p.m. Satur.	—	Saturday	Friday
Jan. 8	EGYPT	Jan. 10	Jan. 17	MOOLTAN	Feb. 14	Feb. 20
Jan. 22	DEVANHA	Jan. 27	Jan. 31	M'REA	Feb. 28	Mar. 6
Feb. 5	ASSAYE	Feb. 10	Feb. 14	MALOJA	Mar. 14	Mar. 20
Feb. 19	CHINA	Feb. 24	Feb. 28	MARMORA	Mar. 28	Apr. 3
Mar. 5	INDIA	Mar. 10	Mar. 14	MOLDAVIA	Apr. 11	Apr. 17
Mar. 19	DEVANHA	Mar. 24	Mar. 28	MEDINA	Apr. 25	May 1
Apr. 2	ARCADIA	Apr. 7	Apr. 11	MONGOLIA	May 9	May 15
Apr. 16	DELTA	Apr. 21	Apr. 25	MALWA	May 23	May 29
Apr. 30	ASSAYE	May 5	May 9	MOOLTAN	June 6	June 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON AND MARSEILLES

The Fares to London and Marseilles are as follows:—

			LONDON.			
1st SALOON	"A"	Accommodation	SINGLE	£65.	RETURN	£97.
	"B"	"	"	£50.	"	£80.
2nd SALOON	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
			MARSEILLES.			
1st SALOON	"A"	Accommodation	SINGLE	£61.	RETURN	£91.
	"B"	"	"	£55.	"	£83.
2nd SALOON	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS.	Leave Y'hama	Leave Shanghai	Leave H'kong	Leave S'pore	Due at M'seilles	Due at London
	about	about	about	about	about	about
BORNEO	Jan. 6	Jan. 17	Jan. 21	Jan. 27	Feb. 23	Mar. 4
NANKIN	Jan. 20	Jan. 31	Feb. 4	Feb. 10	Mar. 9	Mar. 18
NYANZA	Feb. 3	Feb. 14	Feb. 18	Feb. 24	Mar. 23	Apr. 1
NORE	Feb. 17	Feb. 28	Mar. 4	Mar. 10	Apr. 6	Apr. 15
NILE	Mar. 3	Mar. 14	Mar. 18	Mar. 24	Apr. 21	Apr. 30
MALTA	Mar. 17	Mar. 28	Apr. 1	Apr. 7	May 5	May 14
SUMATRA	Mar. 31	Apr. 11	Apr. 15	Apr. 21	May 19	May 28
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 6	June 3	June 12
NAMUR	Apr. 28	May 9	May 13	May 20	June 18	June 27

These Steamers call also at PORT SWETTENHAM, PENANG, and COLOMBO.

FARES TO LONDON

1st SALOON £50 SINGLE: £75 RETURN.
2nd " £35 £52

FARES TO MARSEILLES:
1st Saloon £46 Single.
2nd Saloon £33 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10 %.

For further particulars apply to

E. A. HEWETT,
Superintendent.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	PRINZ LUDWIG, Capt. Fr. Binzer,	(18,300)	WEDNESDAY, 1st Oct., at 10 a.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DERFFLINGER, Capt. F. Prüsch,	(17,000)	About WEDNESDAY, 1st Oct.
MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	COBLENZ, Capt. L. Klugkist,	(8,750)	SATURDAY, 4th October, at 9 a.m.
KOBE	PRINZ SIGISMUND, Capt. A. Hurtzig,	(6,000)	About TUESDAY, 14th Oct.
JESSELTON, KUDAT AND SANDAKAN	BORNEO, Capt. J. Koehler.		End of September.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd
MELCHERS & CO.,
General Agents, Hongkong & China.

HAMBURG-AMERIKA LINIE,

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES, VIA STRAITS AND COLOMBO, TO MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK AND FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.C.) AND PORTLAND (OR.)

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. ALBENGA .....20th Sept.
S.S. C. FERD. LAEISZ ..20th Sept.
S.S. ARABIA .....10th Oct.
S.S. SAMBIA..... 18th Oct.
S.S. SEGOVIA.....21st Oct.
S.S. ANDALUSIA .....28th Oct.
S.S. ISTRIA..... 5th Nov.
S.S. ALTMARK .....13th Nov.
S.S. SITHONIA.....20th Nov.

Homeward.

For Vancouver, Seattle and/or Tacoma & Portland (Or.)
S.S. C. FERD. LAEISZ...30th Sept.

For Havre & Hamburg
S.S. SENEGAMBIA.....30th Sept.

For Marseilles Emden & Hamburg.
S.S. SPEZIA.....30th Sept.

For Marseilles, Havre & Hamburg
S.S. HOERDE .....9th Oct.

For further particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

SHIPPING

AUSTRIAN LLOYD.

Under Mail Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port-Said.

S.S. KOERBER, 9900 tons, will leave as above on 13th October, at 4 p.m.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no vexatious Cabins. Doctor Stewardesses Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £50, 2nd £36, 3rd £19.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, (Calcutta), Colombo, Bombay, (Karachi), Aden, Suez, Port Said.

S.S. AUSTRIA, 14000 tons, will leave as above about 1st October.

These Steamers, of large tonnage are fitted with comfortable one class accommodation for saloon passengers. No Curtax. Doctor, Stewardess, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES Trieste-London.

By Simplon Express

Via Venice, Milan, Simplon, Lausanne, Paris, Calais, or Boulogne, Class I £8.15, II £5.1.6.

By St. Gothard Express:

Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £5.1.9.

By Semmering Express:

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.0.0.

By Tarvis Express:

Via Munich Cologne, Hook or Flushing, Class I £7.13.5, II £5.1.6

TO SHANGHAI:

S.S. KOERBER, 9900 tons, will leave as above 1st Oct. at 6 a.m.

FARES: Hongkong-Shanghai, 1st Cl. £3, 2nd £4, 3rd £2.

TO KOBE, Via SHANGHAI, YOKOHAMA.

S.S. PERSIA, 12,500 tons, will leave as above about September 27.

Cargo taken at through rates to all ports in Adriatic Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY CO.

Connecting at TACOMA & SEATTLE with THE CHICAGO, MILWAUKEE & ST PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leave
'SEATTLE MARU' †	T. Saito.	Thursday, 2nd Oct. at 1 P.M.
'MEXICO MARU' †	N. Kobayashi	Wed'day, 15th Oct. at 1 p.m.
'CHICAGO MARU' ‡	S. Nemooto	Thursday, 30th Oct. at 1 P.M.

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

‡ Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

These Newly Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain		Leaving
'SAIGON MARU'	T. Yamaguchi	Thursday,	2nd Oct., at 4 p.m.
'INDO MARU'	K. Komiya	Thursday,	23rd Oct., at 4 p.m.

FOR MOJI KOBE & YOKKAICHI.

Steamer	Captain		Leaving
'INDO MARU'	K. Komiya	Saturday,	27th Sept. p.m.
'LUZON MARU'	H. Yamamoto	Thursday,	30th Oct. p.m.

CHINA AND FORMOSA LINE.

FOR TAMSUI VIA SWATOW & AMOY.

Steamers	Captains		Leaving
'DAIJIN MARU'	R. Minakami	Sunday,	5th Oct. at Noon.
'DAIGI MARU'	S. Tokushige,	Wednesday,	1st Oct., at Noon.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
'KAIJO MARU'	Y. Yamamoto	

FOR ANPING & TAKAO via SWATOW & AMOY.

Steamer	Captain		Leaving
SOSHU MARU'	K. Tashiro	Wednesday,	1st Oct. at 8 a.m.

FOR CANTON.

Steamer	Captain		Leaving
'SOSHU MARU'	K. Tashiro	Friday,	26th Sept.

These steamers of the Coast and Formosa Line have excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply

Z. KAMIYA, *Manager*
Second Floor No. 1, Queen's building.

PHILIPPINES STEAMSHIP Co.

Steamship.	Tons	Captain.	For	Sailing Date.
XAVIER	4,000	F. S. McMurray	Manila, Mangarin, Cebu & Iloilo.	SATURDAY, Oct. 4, at 4 p.m.
RUBI	4,000	J. Miller	Manila, Mangarin, Cebu & Iloilo.	TUESDAY, Oct. 14, at 4 p.m.

Electric Light and Fans in every Cabin. Competent Stewardess carried.

For freight or Passage, apply to

Shewan, Tomes & Co., *General Managers.*

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, etc.

Head Office for the Far East 15, Des Voeux Road Central, HONGKONG.
SHANGHAI, 2-3, Foochow Road. YOKOHAMA, 33, Water Street.
MANILA—Manila Hotel. P. O. Box 788.

TICKETS issued to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONEYS exchanged.

Head Office:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to steamers of the Indian African Line

PROPOSED SAILINGS

FROM HONGKONG. 27th September. Connecting with FROM COLOMBO: 'KATANGA' 12th Oct.

For Rates and further information, apply to
THE BANK LINE, LIMITED, MANAGING AGENTS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

For Rates of Freight or Passage, apply to
THE BANK LINE, LIMITED, MANAGING AGENTS.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN Via SHANGHAI.

FOR	STEAMERS	CAPTAIN	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	ATLANTIQUE,	Charbonnel,	9th October.
MARSEILLES, via Ports	PAUL LECAT,	Lancelin,	7th October.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON, via PARIS, from £27.10 up to £71.10, 30 hours railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

de BUSSIERRE, *Act. Agent,*
QUEEN'S BUILDING.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA.'

Capacity 28,000 Tons. Length 630 Feet. Beam 73½ Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).

SAILS FROM HONGKONG on SATURDAY, 15th November at Noon.

FOR

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Suites and State-rooms (at outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, PRINCE'S BUILDING.

631

Vessels Advertised as Loading.

Destination,	Vessels.	Agents,	Date of Leaving
Australia Ports, &c.	Eastern	Gibb Livingston & Co.	Oct. 10, at 11 a.m.
Australian Ports, &c.	Aldenham	Gibb Livingston & Co.	Oct. 31, at 11 a.m.
B'bay v. S'pore & C'bo	Rangoon Maru	Nippon Yusen Kaisha	September 29.
B'bay, v. S'pore, C'bo.	Saigon Maru	Osaka Shosen Kaisha	Oct. 2, at 4 p.m.
Boston & New York	Shimosa	Dodwell & Co. Limited	About Oct. 9.
Chinwantao	Ichang	Butterfield & Swire	Sept. 29, at 4 p.m.
J'ton, Kudat & S'dakan	Borneo	Melchers & Co.	About end of Sept.
Kobe, S'hai & Y'hama	Persia	Sander, Wieler & Co.	Sept. 27.
Kobe & Yokohama	Satsuki Maru	Nippon Yusen Kaisha	Oct. 21, at Noon.
London, &c.	Assaye	P. & O. S. N. Co.	Sept. 27, at Noon.
London, Antwerp, &c.	Nore	P. & O. S. N. Co.	About Oct. 1.
London & Antwerp	Radnorshire	Jardine, M'son & Co. Ld	Oct. 16.
Manila, Cebu & Iloilo	Zafiro	Shewan, Tomes & Co.	Oct. 4, at 4 p.m.
Manila, Cebu & Iloilo	Rubi	Shewan, Tomes & Co.	Oct. 14, at 4 p.m.
Manila, Melbourne, &c	Coblenz	Melchers & Co.	Oct. 4, at 9 a.m.
Manila, Cebu & Iloilo	Taming	Butterfield & Swire	Sept. 30, at 4 p.m.
Manila	Loongsang	Jardine M'son Co. Ld.	Sept. 27, at 2 p.m.
Manila	Yuensang	Jardine, M'son & Co. Ld	Oct. 4, at 2 p.m.
Mar., London, &c.	Hirano Maru	Nippon Yusen Kaisha	Oct. 8, Daylight.
Mar., London, &c.	Katori Maru	Nippon Yusen Kaisha	Oct., 22, Daylight.
Ningpo & Shanghai &c	Shaohsing	Butterfield & Swire	Sept 27, Daylight.
San Francisco v. Japan	Siberia	Pacific Mail S. S. Co.	Oct. 4, at 1 p.m.
San Francisco, v. Japan	China	Pacific Mail S.S. Co.	Oct. 14 at Noon.
San Francisco v. Japan	Chiyo Maru	Toyo Kisen Kaisha	Oct. 17, at Noon.
S'hai Kobe & Y'hama	Albenga	Hamburg Am'ka Linie	Sept. 26.
S'hai Kobe & Y'hama	C. Ferd. Laeisz	Hamburg Am'ka Linie	Sept. 30.
S'hai, Kobe & Y'hama	Arabia	Hamburg Am'ka Linie	Oct. 10.
Shai, Kobe, & Y'hama	Sambia	Hamburg Am'ka Linie	Oct. 18.
S'hai & Japan Ports	Kanagawa Maru	Nippon Yusen Kaisha	Sept. 29
S'hai, Kobe & Moji	Japan	D. Sassoon & Co., Ld	Sept. 26.
S'hai Kobe & Moji	Namsang	Jardine, M'son & Co. Ld	Sept. 26, at Noon.
S'hai & Japan Ports	Sumatra	P. & O. S. N. Co.	About Oct. 4.
Shanghai	Delta	P. & O. S. N. Co.	About Oct. 9.
Shanghai	Koerber	Sander, Wieler & Co.	Oct. 1, at 6 a.m.
Shanghai	Anhui	Butterfield & Swire	Oct. 2, at 4 p.m.
Shanghai	Yingchow	Butterfield & Swire	Sept. 27, Midnight.
Shanghai	Ollwara	D. Sassoon & Co., Ld.	Sept. 26.
S'pore, P'ang & C'lta	Fookseng	Jardine, M'son Co. Ld.	Sept. 30, at 2 p.m.
S'pore, P'ang & Cal'ta	Laisang	Jardine, M'son & Co. Ld	Oct. 4, at 2 p.m.
S'pore, Penang & C'bo	Hakata Maru	Nippon Yusen Kaisha	Oct. 4.
S'pore, P'ang & B'goon	Helmut	Douglas & Co. Ld.	Sept. 25, at 11 a.m.
Swatow	Haiching	Douglas, Lapraik & Co.	Sept. 26, at 11 a.m.
S'tow, Amoy & F'chow	Haiyang	Douglas, Lapraik & Co.	Sept. 30, at 11 a.m.
S'tow, Amoy & F'chow	Hsitan	Douglas, Lapraik Co.	Oct. 3, at 11 a.m.
Sydney, Melbourne &	Inaba Maru	Nippon Yusen Kaisha	Oct. 22, at Noon.
S'tow, Amoy & Tamsui	Daigi Maru	Osaka Shosen Kaisha	Oct. 1, at Noon.
S'tow, Amoy & Tamsui	Daijin Maru	Osaka Shosen Kaisha	Oct. 1, at Noon.
T'tau, O'foo & Tiptsin	Huichow	Butterfield & Swire	Sept. 26 at Noon.
Trieste v. South Ports	Koerber	Sander, Wieler & Co.	Oct. 14, at 4 p.m.
Victoria T'ma & Japan	Seattle Maru	Osaka Shosen Kaisha	Oct. 2, at 1 p.m.
Victoria, T'ma & Japan	Mexico Maru	Osaka Shosen Kaisha	Oct. 15, at 1 p.m.
Vancouver, (B.C.), &c.	Empress of Asia	C. P. R. Co.	Oct., 8.
V'ria B.C. Seattle &c.	Yokohama Maru	Nippon Yusen Kaisha	Oct. 7, at Noon.
Y'hama, Kobe & Moji	Fukuoka	Jardine, M'son Co. Ld.	Sept. 29, at 4 p.m.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship KAMO MARU, having arrived from the above ports Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN CO.'s, Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 30th Sept., will be subject to rent.

Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representative at the appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, Sept. 24, 1913. 1134

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Nomsang* having arrived from the above Ports Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. the 25th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd.
General Managers.

Hongkong, Sept. 24, 1913. 1136

STEAMER *ARMAND BEHIC.*

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. *Medoc* and *Siden* from PALAMOS, ex s.s. *Cabo st. Vincente* from HAVRE, ex s.s. *Siden* and from BORDEAUX, ex s.s. *Ville Dunkerque* in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG KOWLOON WHARF and GODOWN COMPANY, Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the undersigned. Goods remaining unclaimed after 29th instant, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 3rd October, or they will not be recognized.

All damaged packages will be examined on 29th October, at 10 A.M.

No Fire Insurance has been effected.

S. C. DE BUSSIERRE,
Acting Agent.

Hongkong, Sept. 23, 1913. 1139

THE 'CHINA MAIL'

Can be obtained at the following places in Hongkong:

The Hongkong Hotel.
The Hongkong Ferry Wharf.
The Kowloon Ferry Wharf.
The Kiosk, Blake Pier.
The Upper Peak Tram Station.
The Lower Peak Tram Station.
Leang-Ming (Astor House Hotel).
Lau Pang Kee (Astor House Hotel).
Ah Choo (Queen's Road).
Wo Cheong (D'Aguilar Street)
Ruttonjee & Son (Kowloon).
Heng Cheong (Kowloon).
etc., etc., etc.

THE CHINA MAIL TYPHOON MAP and GUIDE

Enables one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING.

Price 40 Cents.

From the CHINA MAIL Office.

BECK & CO.,

BREMEN,

KAISER BREWERY.

BECK'S BEER

Key Brand

$16.00 *per case*

- OF -

6 dozen pints,

- OR -

4 dozen Quarts.

HONGKONG AGENTS:

MacEwen, Frickel & CO.

POST OFFICE NOTICES.

The s.s. Assaye with the Mail from London (via Siberia) of Wednesday, the 3rd, and Saturday, 6th inst., is due to arrive here on Friday, the 26th inst.

Mails will close for :—

SAIGON.
Per *Telemachus*, at 9 a.m., on Friday, the 26th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Huiching*, at 10 a.m., on Friday, the 26th Sept.

SHANGHAI, NORTH CHINA & JAPAN Via KOBE.
Per *Numana*, at 11 a.m., on Friday, the 26th Sept.

JAPAN Via KOBE.
Per *Japan*, at 2 p.m., on Friday, the 26th Sept.

STRAITS & INDIA Via CALCUTTA.
Per *Dilwara*, at 2 p.m., on Friday, the 26th Sept.

TSINGTAU, WEIHAIWEI, CHEFOO & TIENTSIN.
Per *Huichow*, at 3 p.m., on Friday, the 26th Sept.

TIENTSIN.
Per *Hanyang*, at 4 p.m., on Friday, the 26th Sept.

NINGPO, SHANGHAI & NORTH CHINA.
Per *Shaohsing*, at 5 p.m., on Friday, the 26th Sept.

PHILIPPINE ISLANDS.
Per *Loongsang*, at 1 p.m., on Saturday, the 27th Sept.

PHILIPPINE ISLANDS, AUSTRALIA, TASMANIA & NEW ZEALAND Via PORT DARWIN.
Per *Tanyuan*, at 2 p.m., on Saturday, the 27th Sept.

SHANGHAI & NORTH CHINA (Europe via Siberia).
Per *Yingchow*, at 5 p.m., on Saturday, the 27th Sept.

JESSELTON, KUDAT & SANDAKAN.
Per *Borneo*, at 5 p.m., on Saturday, the 27th Sept.

HAIPHONG, PAKHOI & SAIGON.
Per *Kaifong*, at 5 p.m., on Saturday, the 27th Sept.

CHINWANGTAO.
Per *Ichang*, at 3 p.m., on Monday, the 29th Sept.

SHANGHAI, NORTH CHINA & JAPAN Via YOKOHAMA.
Per *Persia*, at 4 p.m., on Monday, the 29th Sept.

SWATOW, AMOY & FOOCHOW.
Per *Haiyang*, at 10 a.m., on Tuesday, the 30th Sept.

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT & EUROPE Via BRINDISI.

Per *Assaye*, on Saturday, the 27th Sept.
Printed Matter and Sample 10 a.m.
Registration 10.15 a.m.
Registration, with late fee of 10 cents up to 11 a.m.
Registration, Kowloon B.O., 9.30 a.m.
Letters 11 am.
Late Letters 11 a.m. to noon. Extra Postage 10 cents.
(Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.
The Parcel mail will be closed on Friday, the 26th inst., at 5 p.m.

Mails will close for :—

CHINWANGTAO.
Per *Hopsang*, at 11 a.m., on Tuesday, the 30th Sept.

STRAITS, & INDIA Via CALCUTTA.
Per *Foohsang*, at 1 p.m., on Tuesday, the 30th Sept.

PHILIPPINE ISLANDS.
Per *Taming*, at 3 p.m., on Tuesday, the 30th Sept.

SWATOW, AMOY & FORMOSA Via ANPING & TAKAO.
Per *Soshu Maru*, at 5 p.m., on Tuesday, the 30th Sept.

ROYAL OBSERVATORY
HONGKONG DAILY WEATHER REPORT.

SEPTEMBER 25, 1913.—a m.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladivostock	7 a.	—	—	—	—	—	—
Nemuro	6 a.	30.12	—	—	—	0	—
Hakodate	,,	30.15	—	—	N	1	—
Tokio	,,	30.18	—	—	NW	1	—
Kochi	,,	30.21	—	—	WSW	1	—
Nagasaki	,,	30.21	—	—	ESE	1	—
Kagoshima	,,	30.17	—	—	NE	2	—
Oshima	,,	30.08	—	—	SSW	1	—
Naha	,,	30.05	—	—	NNE	1	—
Ishi'jima	,,	30.01	—	—	E	2	—
Bonin Island	,,	30.02	—	—	—	0	—
Chefoo	,,	—	—	—	—	—	—
Weihaiwei	,,	30.07	71	95	SW	7	bc
Hankow	,,	—	—	—	—	—	—
Ichang	,,	—	—	—	—	—	—
Kiukiang	,,	—	—	—	—	—	—
Changsha	,,	—	—	—	—	—	—
Shanghai	,,	30.09	62	94	ENE	2	or
Gutzlaff	,,	30.10	68	—	ENE	5	ov
Sharp Pk	7 a.	30.03	73	—	—	0	c
Amoy	6 a.	29.99	76	82	NE	2	o
Swatow	,,	—	—	—	—	—	—
Taihoku	5 a.	30.00	—	—	—	0	—
Taichu	,,	30.00	—	—	—	0	—
Tainan	,,	29.99	—	—	—	0	—
Koshun	,,	29.99	—	—	N	4	—
Pescadores	,,	29.98	—	—	N	6	—
Canton	9 a.	30.03	80	82	SE	2	c
Hongkong	6 a.	29.99	78	86	E	2	c
Gap Rock	,,	29.96	—	—	E	3	c
Macao	,,	29.98	77	—	ENE	1	c
Wuchow	9 a.	—	—	—	—	—	—
Pakhoi	,,	—	—	—	—	—	—
Hoihow	,,	—	—	—	—	—	—
Phulien	6 a.	29.99	75	—	NE	3	b
Tourane	,,	29.91	75	—	SE	5	c
C. St. James	,,	29.90	73	—	WNW	2	c
Aparri	,,	29.93	78	—	SW	1	b
Manila	,,	29.90	71	—	NE	1	c
Legaspi	,,	29.86	81	—	—	0	b
Iloilo	9 a.	29.91	82	—	SW	1	b
Bacolod	,,	—	—	—	SE	1	c
Cebu	,,	29.91	85	—	E	1	b
Labuan	,,	29.93	83	—	—	—	—

T. F. CLAXTON, *Director.*

Hongkong Observatory, Sept. 25, 1913.

1. BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2. TEMPERATURE, in the shade, in degrees Fahrenheit.
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.
4. DIRECTION OF WIND, to two points.
5. FORCE OF WIND, according to Beaufort Scale.
6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet).
7. RAIN between hours 6 and 6 a.m.

To-day's Advertisements

HONGKONG FOOTBALL CLUB.

THE ANNUAL GENERAL MEETING will be held at the OFFICES of Messrs JARDINE MATHESON & Co. LTD., on THURSDAY, 2nd October, at 5.30 p.m.
SIX-A-SIDES. Entries CLOSE THURSDAY, 2nd October. Names to be sent to J. C. TAYLOR, Messrs JARDINE MATHESON & Co. LTD.

A. MURDOCH.
Hon. Secretary.

Hongkong, Sept. 25, 1913. 1157

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY,

the 1st October 1913, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,—

A LARGE QUANTITY OF VALUABLE TEAKWOOD AND SUNDRY CANTONESE BLACKWOOD FURNITURE, &c., &c., &c.

Comprising as follows:—

TEAKWOOD—Dining and Drawing Room Suites, Upholstered Arm-chairs and Sofas, Carpets and Rugs, 1 Brass and Brass-mounted Bedsteads, and Cots, Bed Room Suite, Bureaus, Wardrobes, Wash-stands, &c., Dining Room Furniture, Sideboards, Dinner Waggons, Extension Dining Tables and Chairs, etc., etc., 2 Dinner and Dessert Services, Crockery, Sundry Good Glass Ware, Cooking Stoves, Kitchen Utensils, Cutlery, E.-P. Ware, &c.,

BLACKWOOD—Couches, Arm chairs, Flower Stands, Cabinets, Jardinieres, Hall and Tea Tables, Teapoys, Brackets and Photo Frames, etc.,

Also

2 Good Oil Paintings, Water Colours, etc., Electric Reading Lamps, 1 Sewing Machine, Ice Chests, &c., Mosquito Curtains (new) and 2 Marble Clocks.

Catalogues will be issued.

TERMS :—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 25, 1913. 1158

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction. (FOR ACCOUNT OF THE CONCERNED) on

THURSDAY,

the 2nd October, 1913, at 2.30 p.m. at their Sales Rooms, No. 8, Des Vœux Road, Corner of Ice House Street,—

A Consignment of NEW HOUSEHOLD LINENS, &c.,

Comprising :—

Witney Blankets for Single and Double Beds, Reversible Travelling Rugs, Lace Curtains 4 yds. & 4½ yds., Single and Double Hemstitched Sheets, Embroidered Pillow Cases, Huckaback Towels and Bath Sheets, Fine Turkish Towels, Damask Table Cloths and Serviettes, Single and Double Bed White Satin Quilts, Honeycomb Quilts, Ladies' and Gent's Handkerchiefs, Pyjama Suits, Card Table Covers, Underskirts, Tea Cloths, Glass and Pantry Cloths, Duchesse Sets, Gent.'s Fancy Vests, Gent.'s Shirts, Girl's Hoses, &c., &c., &c.

Catalogues will be issued.

TERMS :—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, Sept. 25, 1913. 1159

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE H. A. L. Steamship SUEDMARK Captain J. KARBERG, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless no loss to the contrary be given TO-DAY.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st prox. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the 1st prox. at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings no cargo :—

Ex s.s. *Rolandseck* From Setubal.
Ex s.s. *Ludwig* from Norrkoping.
Ex s.s. *Bygdo* from Christiania.
Ex s.s. *Corsitz Beck* from Abas.

HAMBURG-AMERIKA LINIE
Hongkong Office.

Hongkong, Sept. 25, 1913. 1156

HONGKONG REGISTER.

	Previous day at 2 p.m.	On date at 8 a.m.	On date at 2 p.m.
Barometer	29.98	29.99	29.97
Temperature	81	78	82
Humidity	82	86	79
Direction of Wind	E	E	E
Force	2	2	3
Weather	c	c	c
Rain	—	—	—

Highest open air temperature on the 24th .81
Lowest open air temperature on the 24th .77

T. F. CLAXTON, *Director.*

Hongkong Observatory, Sept. 25th, 1913.

STEAMERS PASSED SUEZ CANAL.

September 5, *Indrapura*, *Nelens*.
September 9, *Ben Lomond*, *Chilkana*, *Denbighshire*, *Japan*, *Loander*, *Monmouthshire*, *Mandalay*, *Marie*.
September 12, *Derflinger*, *Deucalion*, *Jason*, *Simla*, *Arabia*, *Preussen*.
September 16, *Abi Maru*, *Adjuntas*, *Flintshire*, *Glaucus*, *Nippon*, *Atlantique*.
September 19, *Cathay*, *Chili*, *E. F. Ferdinand*, *Glenturret*, *Lycaon*, *Muncaster Castle*, *Namur*, *Leonidas*, *Benmohr*.
September 23, *Glanroy*, *Klein*, *Ningchow*, *Nubia*, *Saxonia*.

STEAMERS EXPECTED.

Mails.

The P. M. S. S. Co.'s s.s. *Siberia* arrived at Manila between 10 a.m. and noon on Sunday, the 21st September, and is expected to sail from that port for Hongkong on Wednesday, the 24th September, between 2 and 4 p.m., and is due to arrive at this port at about 7 a.m., on Friday, the 26th September.

The N. D. L. s.s. *Derflinger* carrying the German Mails with dates from Berlin of the 3rd September, left Colombo on Sunday, the 21st September, p.m., and may be expected here on or about Wednesday, the 1st October.

The N. D. L. s.s. *Prinz Sigismund* left Sydney on Saturday, the 20th Sept., at 11 a.m., and may be expected here on or about Monday, the 13th Oct.

The C. P. R. Co.'s R.M.S. *Empress of Asia* arrived at Kobe at 2.30 p.m. on Tuesday, the 23rd September, and left again at midnight on the same day: due to arrive at Shanghai at 10 p.m. on Friday, the 26th Sept.

Other Vessels.

The Ben Line s.s. *Benvorlich* from Middlesbro' and London, left Singapore on the 20th Sept. for this port, and may be expected to arrive here on or about the 26th September.

The N. Y. K. s.s. *Penang Maru* (Bombay Line) left Bombay for this port via ports on the 9th September, and is expected here on the 26th September.

The Toyo Kisen Kaisha s.s. *Anyo Maru* arrived at Salina Cruz from Callao on the 22nd September, and is due at Manzanillo on the 28th September.

The I. C. S. N. Co., Ltd.'s s.s. *Foohsang* left Moji on the 21st September, due Hongkong on the 26th September.

The I. C. S. N. Co., Ltd.'s s.s. *Hanyang*, left Shanghai on the 22nd September, due Hongkong on the 27th Sept.

The Toyo Kisen Kaisha s.s. *Tenyo Maru* arrives at Honolulu on the 22nd Sept., and leaves again for San Francisco on the 23rd Sept., where she is due to arrive on the 29th Sept.

The Toyo Kisen Kaisha s.s. *Chiyo Maru* left Honolulu for Yokohama on the 17th September, where she is due on the 28th Sept.

The Japanese s.s. *Daiten Maru* left Moji on the 22nd September for this port, and is due to arrive here on or about the 27th September.

The P. & O. S. N. Co.'s chartered s.s. *Melford Hall* left Singapore for this port on the 22nd September, at 8 a.m., and is due here on the 27th September, at about 6 p.m.

The Austrian Lloyd's s.s. *Persia* left Singapore for this port on the 22nd Sept. a.m., and is due to arrive here on the 27th September, p.m.

The N. Y. K. s.s. *Kanagawa Maru* (Calcutta Line) left Calcutta for this port via ports on the 9th September, and is expected here on the 26th Sept.

The N. Y. K. s.s. *Yokohama Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 19th September, and is expected here on the 28th Sept.

The s.s. *City of Edinburgh* left New York on 13th August, and is due here on or about the 30th September.

The Toyo Kisen Kaisha s.s. *Nippon Maru* arrives at San Francisco from Honolulu on the 22nd September, and leaves again for Hongkong on the 30th Sept.

The I. C. S. N. Co., Ltd.'s s.s. *Yatshing* left Calcutta on the 13th September, due Hongkong on the 29th Sept.

The N. Y. K. s.s. *Sanuki Maru* (American Line) left Seattle for this port via ports on the 9th September, and is expected here on the 12th October.

The Shire Line Ltd.'s s.s. *Denbighshire* passed Canal on the 9th September, due Hongkong on the 15th October.

The Danish s.s. *Cathay* left Port Said on Tuesday, the 16th September, and may be expected here on or about Monday, the 13th October.

The Glen Line s.s. *Glenturret* passed the Suez Canal on the 19th September for Hongkong via Straits

Latest Advices.

The N. Y. K. s.s. *Hakata Maru* (Calcutta Line) left Kobe for this port via Moji on the 25th September, and is expected here on the 2nd October.

The N. Y. K. s.s. *Hirano Maru* (European Line) left Yokohama for this port via ports on the 24th September, and is expected here on the 6th October.

The N. Y. K. s.s. *Aki Maru* (European Line) left Colombo for this port via Singapore on the 25th September, and is expected here on the 8th Oct.

The N. Y. K. s.s. *Jinsen Maru* (Bombay Line) left Bombay for this port on the 22nd September, and is expected here on the 10th October.

The N. Y. K. s.s. *Kirin Maru* (Calcutta Line) left Calcutta for this port via ports on the 23rd Sept., and is expected here on the 12th October.

The N. Y. K. s.s. *Nikko Maru* (Australian Line) left Melbourne for this port via ports on the 24th September, and is expected here on the 20th October.

The N. Y. K. s.s. *Mishima Maru* (European Line) left Marseilles for this port via ports on the 20th September, and is expected here on the 22nd October.

The N. Y. K. s.s. *Shidzuoka Maru* (American Line) left Seattle for this port via ports on the 23rd September, and is expected here on the 26th October.

The Mogul Line s.s. *Lothian* sailed from U. K. on 13th September, for Hongkong via the Straits.

The Barber Line s.s. *Saint Patrick* sailed from New York on 12th September for Hongkong.

Temperature.

Hongkong, September 25, 1913.

BAROMETER	9 A.M.	30.02
Do	1 P.M.	30.00
Do.	4 P.M.	29.95
THERMOMETER	9 A.M.	80
Do.	1 P.M.	81
Do.	4 P.M.	81
Do. (Wet bulb)	9 A.M.	77
Do. (Wet bulb)	1 P.M.	77
Do. (Wet bulb)	4 P.M.	77
Do. Maximum		81
Do. Minimum (over night)		77

COVERED ALL OVER WITH RED BLOTCHES

"In Awful Condition. Life Was Misery. Could Not Sleep for Scratching. Quite a Mass of Sores. Used Cuticura Soap and Ointment. Free from Pimples.

42, Bolham Rd., Smethwick, Birmingham, Eng.—"Before I started to use Cuticura Soap and Ointment I was in an awful condition. My life was a misery. My complaint came with little itchy pimples and I could not resist from scratching, and every time I scratched them there was something like water came from them. I could not sleep at night for scratching, and I was that irritable I could not bear to be spoken to. It lasted me for over two months and I was quite a mass of sores. I was covered all over with red blotches.

"I tried nearly everything but to no use till I was told to try Cuticura Soap and Ointment and I am very pleased I did. I sent for some Cuticura Soap and Ointment and I found relief in the first dressing. In less than four dressings of Cuticura Soap and Ointment I was quite free from the pimples." (Signed) A. E. Cooke, Aug. 27, 1912.

Cuticura Soap and Ointment have afforded the speediest and most economical treatment for skin and scalp humours of young and old for more than a generation. Sold everywhere. Sample of each with 32-p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London: R. Towns & Co., Sydney, N. S. W.: Lennon, Ltd., Cape Town: Muller, Maclean & Co., Calcutta and Bombay: Potter D. & C. Corp., Boston, U. S. A.

☞ Tender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

SHIPPING

ARRIVALS.

September 24.

Elsbeth, German str., 991, Berg, Amoy Sept. 23, Ballast.—JEBSEN & Co.

Suchow, British str., from Canton.

September 25.

Idomeneus, British steamer, 6,500, J. Bartson, Liverpool August 23, General.—BUTTERFIELD & SWIRE.

Hopsang, British steamer, 1,359, C. A. Robertson, Chingwantao Sept. 18, Coal.—JARDINE, MATHESON & Co., LD.

Suedmark, German steamer, 9,800, S. Karberg, Hamburg Aug. 13, and Singapore 19, General.—HAMBURG-AMERIKA LINIE.

Seattle Maru, Japanese str., 3,832, F. Saitow, Seattle via Manila Sept. 22, General.—O. S. K.

Huichow, British str., from Canton.

DEPARTURES.

September 25.

Quarta, for Swatow and Saigon.
Chaysang, for Shanghai.
Choutai, for Swatow and Singapore.
Kamo Maru, for Kobe and Yokohama.
Foohsing, for Shanghai.
Sisbehero Maru, for Saigon.
Kaijo Maru, for Swatow and Foochow.
Selun, for Bangkok.
Tsurugisan Maru, for Karatsu.
Teniya Maru, for Karatsu.
China, for Shanghai.
Jelunga, for Moji and Yokohama.
Yingchow, for Canton.
Luchow, for Shanghai.
Haimun, for Swatow.
Yushun, for Tientsin.
Shinyo Maru, for Shanghai and San Francisco.

CLEARED.

Devrecongse, for Saigon.
Hue, for Kwong-chow-wan and Haiphong.
Tehang, for Canton.
Idomeneus, for Shanghai and Hankow.
Helene, for Hoihow.
Trintau, for Hoihow and Singapore.

PASSENGERS.

ARRIVED.

Per *Elsbeth*, from Amoy, Mr and Mrs Kay.

Per *Seattle Maru*, from Seattle, &c., Mr Hudson, Mr Heilbroon.

DEPARTED.

Per *Empress of India*, for Shanghai, Mr P. Jansen, Miss C. M. Wicker, Mr C. Gadow, Miss J. E. Dunk, Mrs Davis, Dr Lobb, Mr G. Binder, Mr and Mrs L. A. Chill, Mrs M. V. Jones; for Kobe, Mr Mantzer; for Vancouver, Mr and Mrs H. B. Bond, Mrs Bonly de Lesdain.

Per *Rubi*, for Manila, Mrs Kendorgan and daughter, Mrs F. W. Breaker, Mr G. Whalen, Mrs S. F. de Gonzales, Mr A. M. Bux; for Iloilo, Mrs W. A. Smith and son, Mrs A. Hopun, Miss M. Hopun, Mr A. Campas.

PASSENGERS EXPECTED.

Per P. & O. steamer *Moldavia* from London Sept. 5, connecting with *Delta* at Colombo. Due Hongkong October 10.—Mr and Mrs W. J. Gloyn, Mr and Mrs B. Eustace and children, Mr G. P. Currey, Ms and Mrs A. Gordon and children, Rev. and Mrs W. H. Paton and child.

EXCHANGE.

Hongkong, September 25, 1913.

On London—	
Bank Wire	2/-
,, On demand	2/-
,, 30 days' sight	2/-
,, 4 months' sight	2/-
Credits, 4 months' sight	2/-
Documentary, 4 months' sight	2/-
On Paris—	
On demand	254
Credits, 4 months' sight	259
On Berlin—	
On demand	205
On New York—	
On demand	487
Credit, 60 days sight	49
On Bombay—	
Wire	149
On demand	149
On Calcutta—	
Wire	149
On demand	149
On Singapore—	
On demand	86
On Manila—	
On demand	98
On Shanghai—	
On demand	72
30 days' sight, (private paper)	73
On Yokohama—	
On demand	98
Gold Leaf, 100 tts. (per tael)	$53.20
Sovereigns (Banks' buying rate)	$9.85
Silver (per oz.)	28
Bar Silver in Hongkong	81% prem.
Chinese Copper Cash	par.
Chinese Copper Cents	5 % dis.
Rate of Native Interest	5 %
Chinese Sub. Coin	5 % dis.
Hongkong Sub. Coin	5 % dis.

WEATHER REPORT.

On the 25th at 11.20.—The anticyclone has moved eastward and is now central over mid-Japan, where pressure has increased moderately.

Changes in the south are small.

Light or variable winds are indicated along the east coast of China, and light monsoon over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

Forecast for the 24 hours ending at noon to-morrow :—

1.—Hongkong and Neighbourhood: E. winds, moderate to light; fine.

2.—Formosa Channel: N.E. winds, fresh to moderate.

3.—South coast of China between Hongkong and Lamocks: The same as No. 1.

4.—South coast of China between Hongkong and Hainan: The same as No. 1.

HONGKONG TIDES.

The tide table give below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.

The zero of the table corresponds with the zero of the sounding in the Admiralty Charts which has been found to be 4 feet 3 inches below mean sea level.

To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamont Dock, Aberdeen, add 10 feet 6 inches to the height given in the table.

September 26th to October 2nd, 1913.

			HIGH WATER		LOW WATER	
			Hongkong Mean Time	Height	Hongkong Mean Time	Height
			h. m.	feet	h. m.	feet
Fri.	26	m	5 0	7.3	1 13 a	1.0
			8 9 a	4.8	11 43 a	4.8
Sat.	27	m	6 13	7.6		
			9 19 a	4.3	1 10 a	1.5
Sun.	28	m	7 22	7.8	m 1 2	1.9
			8 34 a	5.6	2 25 a	1.5
Mon.	29	m	8 21	7.8	m 1 57	1.2
			8 34 a	5.1	2 50 a	1.7
Tues	30	m	9 16	7.7	m 2 49	1.6
			9 20 a	5.6	3 32 a	2.0
Wed.	1	m	10 10	7.4	m 3 30	2.0
			9 48 a	7.0	4 4 a	2.5
Thur.	2	m	11 3	6.8	m 4 28	1.6
			10 13 a	7.4	4 34 a	3.0

SHARE LIST.—QUOTATIONS.

SEPTEMBER 25, 1913.

Stocks	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.	Return on basis of last dividend.
BANKS.					
Hongkong & Shanghai Bank Corp.	120,000	$125	all	$790, sales; L'don, £81	5 6/9
MARINE INSURANCES.					
Canton Insurance Office Co., Ld.	10,000	$250	$50	$320, buyers	6 o/o
North-China Insurance Co., Ld.	10,000	£15	£5	Tls. 137	
Union Insurance Society, Ld.	12,400	$250	$100	$786	5 1/9 o/o
Yangtsze Insurance Assoc., Ld.	12,000	$100	$50	$192½, ex 73	
FIRE INSURANCES.					
China Fire Insurance Co., Ld.	20,000	$100	$20	$148½, buyers	8 4/9 o/o
Hongkong Fire Insur. Co., Ld.	6,000	$250	$50	$365, buyers	7 1/9 o/o
DOCKS, ETC.					
H'kong & W'poa Dock Co., Ld.	50,000	$50	all	$77½ sales & by're	3 o/o
New Amoy Dock Co., Ltd.	10,000	$4	all	$8½, sellers	7 1/9 o/o
Shanghai Dock & Eng. Co., Ld.	58,700	Tls. 100	all	Tls. 53, buyers	
STEAMBOATS, TUGS, ETC.					
China and Manila S.S. Co., Ld.	80,000	$25	all	$8½, sellers	
Douglas Steamship Co., Limited	20,000	$50	all	$33½ x d.	5 o/o
H.K., C. & M. S. B. Co., Ld.	60,000	$15	all	$28½	7 1/9 o/o
Indo-China S. N. Co., Ltd.	60,000 60,000	£5	all	$78½, by're; L'don, £3.	
Star Ferry Company, Ld.	30,000	$10	all	$57½, buyers	3 4/9 o/o
Shell Trans. & Trad. Co., Ld.	2,500,000	£1	all	107/-	6 o/o
Shanghai Tug & Lighter Co., Ld.	20,000	Tls. 25	all	Tls. 22	
do Preference	10,000	Tls. 50	all	Tls. 44½	
REFINERIES.					
China Sugar Company, Limited	20,000	$100	all	$95, buyers	3 o/o
Luzon Sugar Company, Limited	7,000	$100	all	$35	
WHARVES.					
H.K. & K. Wharf & Godown Co.	60,000	50	all	$90	5 o/o
Shanghai & Hongkew Wharf Co.	66,000	Tls. 100	all	Tls. 106	
LANDS AND BUILDINGS.					
Hongkong Land Investment & Agency Company, Limited	50,000	$100	all	$113, sellers	5 4/9 o/o
Hongkong Land Reclamation Co. Ld.	25,000	$100	$75	$200	
S'hai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 89	
Kowloon Land & Building Co.	6,000	$50	$30	$46	7 o/o
Wei-hai-wei Land & Building Co.	3,674	Tls. 20	all	Tls. 4½	
Humphreys Estate & Finance Co.	150,000	$15	all	$9.10, buyers	5 4/9 o/o
West Point Building Co., Ld.	12,500	$50	all	$72, sellers	5 2/9 o/o
TRAMWAYS.					
The Peak Tramways Co., Ld.	25,000	$10	all	$9½, buyers	7 4/9 o/o
	50,000	$10	$1	90 cts.	
MINING.					
Chinese Engin. Mining Co., Ld.	2,000,000	£	all	32/6	
Tronoh Mines, Limited	160,000	1	all	55/-	
Heawood Tin & Rub. Estate, Ld.	£82,000	2/-	all	3/-	
Rand Ass. Gold Mining Co., Ld.	200,000	£1	all	$3.10	
HOTELS, ETC.					
Hongkong Hotel Company, Ld.	12,000 5,000	$50	all $20	$125 $90	5 o/o
Manila Metropole Hotel, Ld.	15,000	Pes. 10	all	P8½ sellers	
Astor House H. Co., Ld. (S'hai)	80,000	$25	all	$3	
SUPERVISORS.					
A. S. Watson & Co., Limited	90,000	$10	all	$8, sellers	
LIGHTING.					
Shanghai Gas Company, Limited	24,000	Tls. 50	all	Tls. 68	
Hongkong Electric Co., Limited	90,000	$10	all	$41, buyers	4 o/o
MISCELLANEOUS.					
Green Island Cement Co., Ld.	400,000	$10	all	$6.60 sellers	
Union Waterboat Co., Limited	50,000	$10	all	$17, buyers	5 4/9 o/o
Hongkong Dairy Farm Co.	40,000	$7½	$6	$28	5 o/o
Hongkong Ice Company, Limited	5,000	$25	all	$173, sellers	5 4/9 o/o
Shanghai Waterworks Co., Ld.	16,850	£20	all	Tls. 326	
H.K. Rope Manufactory Co., Ld.	60,000	$10	all	$23	9 4/9 o/o
H.K. & S. C. S. Fisheries Co., Ld.	15,000	$10	all	$2	
H'kong Cotton Spinning Co., Ld.	125,000	$10	all	$9.40	
Ewo Cotton Spinning and Weaving Co., Limited	80,000	Tls. 50	all	Tls. 138, buyers	
Maatschappij tot Mijn. Boschen Landbouwexploitatie in Langkat	280,000	G. 10	all	Tls. 23, sellers	
China Provident Loan Mortgage Co., Limited	200,000	$10	all	$9, sellers	7 4/9 o/o
China Borneo Company, Limited	60,000	$12	all	$9½, by're	8 4/9 o/o
Campbell, Moore & Co., Limited	1,200	$40	all	$25	
Wm. Powell, Limited	15,000	$7	all	$10½, sellers	4 o/o
South China Morning Post	6,000	$25	all	$22	
China Light & Power Company	50,000 50,000	$5 $1	all all	$4	
Steam Laundry Co., Limited	20,000	$5	all	$4	
Welsmann, Limited	8,000	$10	all	$31	
Société des Pulpes et Papeteries du Tonkin	12,202	$50	all	$20, sellers	
H'kong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	9/6 sales	
CIGAR COMPANIES.					
Philippine Co., Limited	75,000	$10	all	$5	

Para Rubber in London ..... per lb., — 3/3½

LOAN.	Amount.	Value.	Interest.	Quotations.
Chinese Imperial 1896	Tls. 767,230	Tls. 2507	2 % per annum	Par.

VERNON and SMYTH, *Share-Brokers.*

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